

FLORIDA STATE HIGHWAY

Florida Highways

FEBRUARY
1948



State Road Department Officials pose by plaque commemorating dedication of Courtney Campbell Parkway; left to right, Herman B. Fultz, Robert T. Carleton, F. Elgin Bayless (Chairman), Courtney Campbell and S. Kendrick Guernsey.

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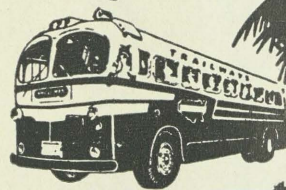
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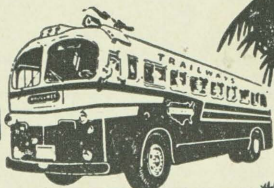


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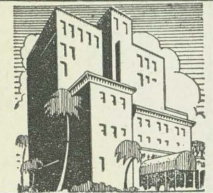
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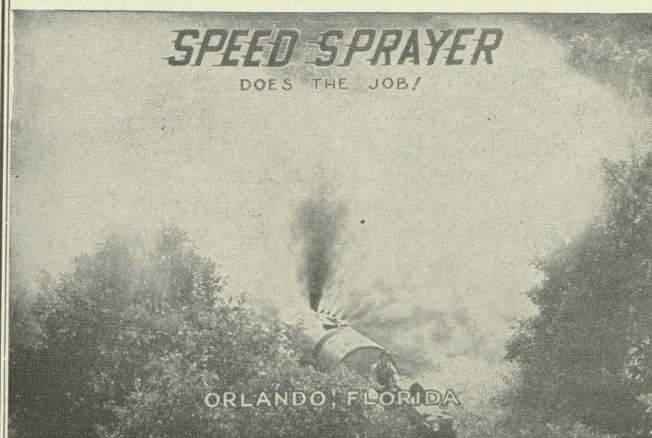
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F. ELGIN BAYLESS

The Chairman Says . . .

It seems to me it is not too soon for supporters of the measure to get busy telling their friends about the proposed constitutional amendment to prohibit the diversion of gasoline taxes to other than highway or airport purposes.

At present there is a 7¢ per gallon state tax on gasoline, consisting of 4¢ for the State Road Department, 2¢ for the counties' road and bridge debt, and 1¢ divided equally between the General Revenue Fund and the County School fund. No tax is now levied on aviation gasoline.

HJR No. 1269, adopted by the 1947 Legislature, proposes a constitutional amendment to be designated as Section 17, of Article IX, providing that all excise taxes on motor vehicle gasoline and other motor fuel shall be used for public highways and streets, and that taxes on aviation gasoline, if any should be imposed, will be used for airport purposes.

The amendment is to be voted on at the General Election this year and, if adopted, will become effective July 1, 1949.

Under this proposal the direct appropriations to the State Road Department would not be increased but proceeds from the 4¢ gas tax now being received by statutory authority would be guaranteed. This will permit much sounder long range planning.

The seventh cent now being distributed between the State General Revenue fund and the County School fund would be allocated to the State Board of Administration to be used for the retirement of county road and bridge debts, with the surplus not needed for debts going for current road purposes. This will be a boon to the several

counties now having to supplement their gas tax allocations with ad valorem taxes in order to meet their debt service requirements.

The amendment will also put into legal effect a policy adopted and followed by this administration;—the 80% surplus funds will be spent by the State Road Department on State roads in the county as directed by that county's Board of Commissioners.

As the county's 20% surplus funds, which are used on local roads, will also be increased by adding this seventh cent of gas tax, each county will benefit by expanded improvement of both State and county roads.

Congress, in the Hayden-Cartwright Act of 1934, stated that it is unfair and unjust to tax highway users for other than highway improvement purposes. Twenty of the 48 states have constitutional provisions prohibiting highway user tax diversion.

The proposed Florida constitutional amendment does not go so far. Around \$14,000,000 of motor vehicle registration fees, for example, will continue to be used to support the schools.

In view of its reasonableness and equity of the proposed amendment it would seem the measure should have the support of all taxpayer groups. However, this will not assure its approval by the voters. They are much more interested in the candidate personalities than in proposed constitutional changes.

Unless they are convinced that the proposed change is both safe and desirable they will not be inclined to disturb the status quo. It therefore behooves supporters of the proposal, those who know its purposes and benefits, to explain those purposes and benefits to the voters.

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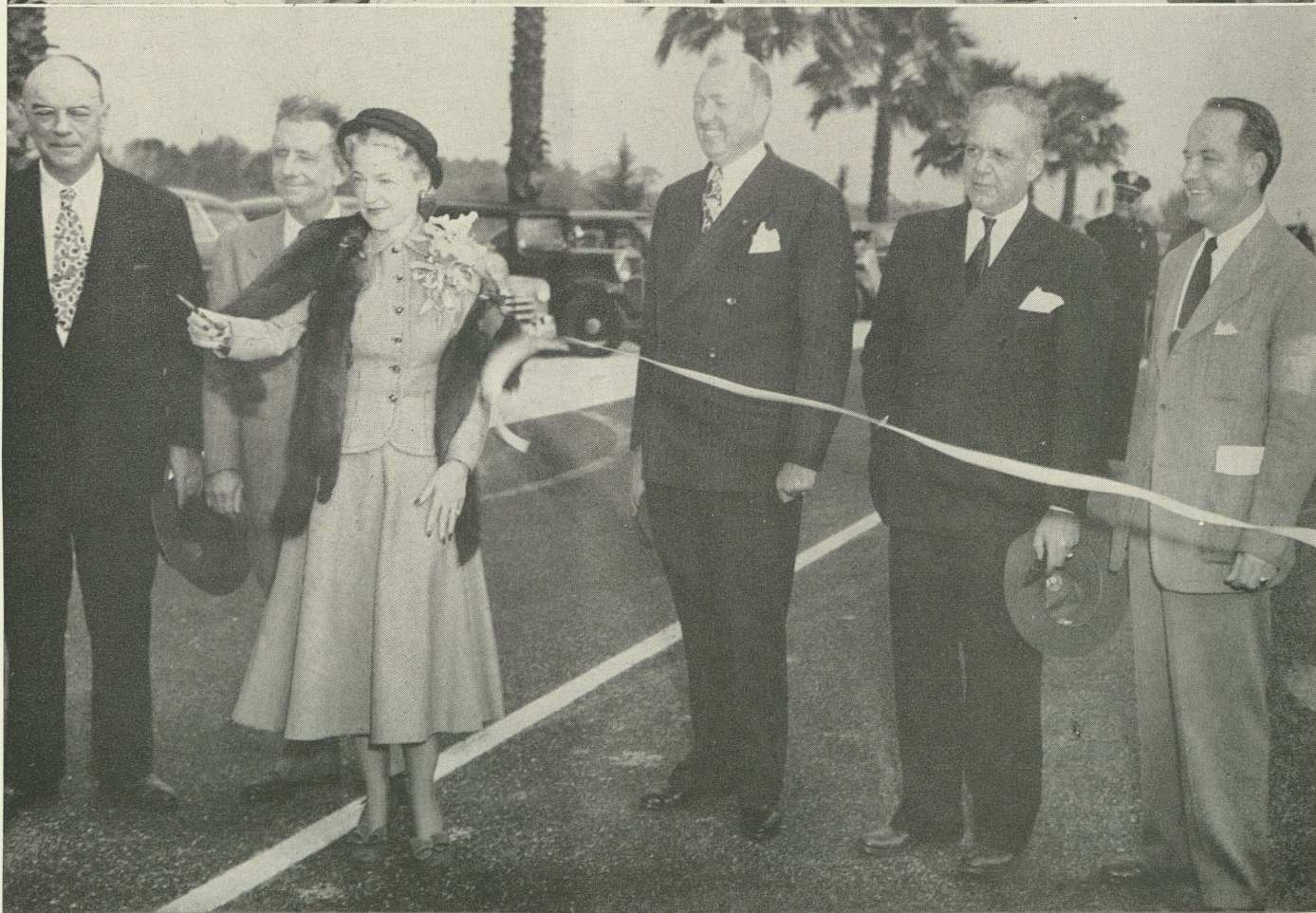
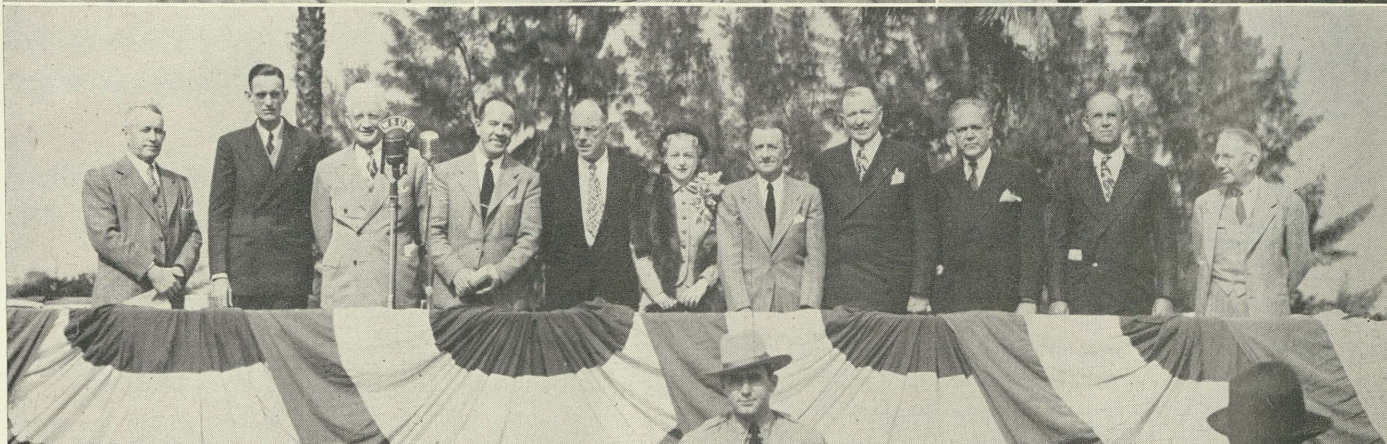
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COURTNEY CAMPBELL PARKWAY DEDICATION SCENES—Left to right are: Top row: Courtney Campbell, Road Department Member from First District and Honoree of Ceremony, F. Elgin Bayless, Road Department Chairman, and Joseph O. Houze, Mayor of Clearwater. Middle row: H. H. Baskin, Member State Improvement Commission, former Clearwater Mayor and immediate past Secretary of Road Department, John Chesnut, Chairman Pinellas County Commissioners, Mayor Houze, Chairman Bayless, H. B. Fultz, Road Department Member from Fourth District, Mrs. Courtney Campbell, Robert T. Carleton, Road Department Member, District Five, S. Kendrick Guernsey, Road Department Member, District Two, Courtney Campbell, Road Department Member, First District; Ed H. Beckett, veteran Pinellas County Commissioner and past Chairman, and Fred W. Ball, Chairman of Hillsborough County Commissioners. Bottom: Mrs. Campbell clipping tape to re-open facility with State Road Department Officials Fultz, Carleton, Guernsey, Campbell and Bayless.

Courtney Campbell Parkway

By **HOWARD W. HARTLEY**

Working in the face of the greatest odds ever pitted by Mother Nature against man's engineering skill, the state road department threw open to the motorists of America last month a lasting monument to magnetic leadership of a Floridian, whose slogan "Never Say It Can't Be Done" has been perpetuated in nine miles of magnificent, overseas parkway.

Today the former Davis Causeway, linking Pinellas and Hillsborough counties across the headwaters of Old Tampa Bay, bears a new title. Henceforth, it will be known as "Courtney Campbell Parkway", taking the name of the member of the road department from the First Congressional District, following colorful dedication ceremonies held on January 19 in the presence of a distinguished group of state, county and municipal officials and thousands of residents of adjacent Florida west coast communities.

The dream of a free Davis Causeway and an equally free Gandy Bridge came true in the autumn of 1943 when the state road department, following extensive federal court litigation, handed over seven-figure checks in final payment for the two properties, lifting tolls almost be-

fore signatures to the legal papers had dried on the stiff parchment documents.

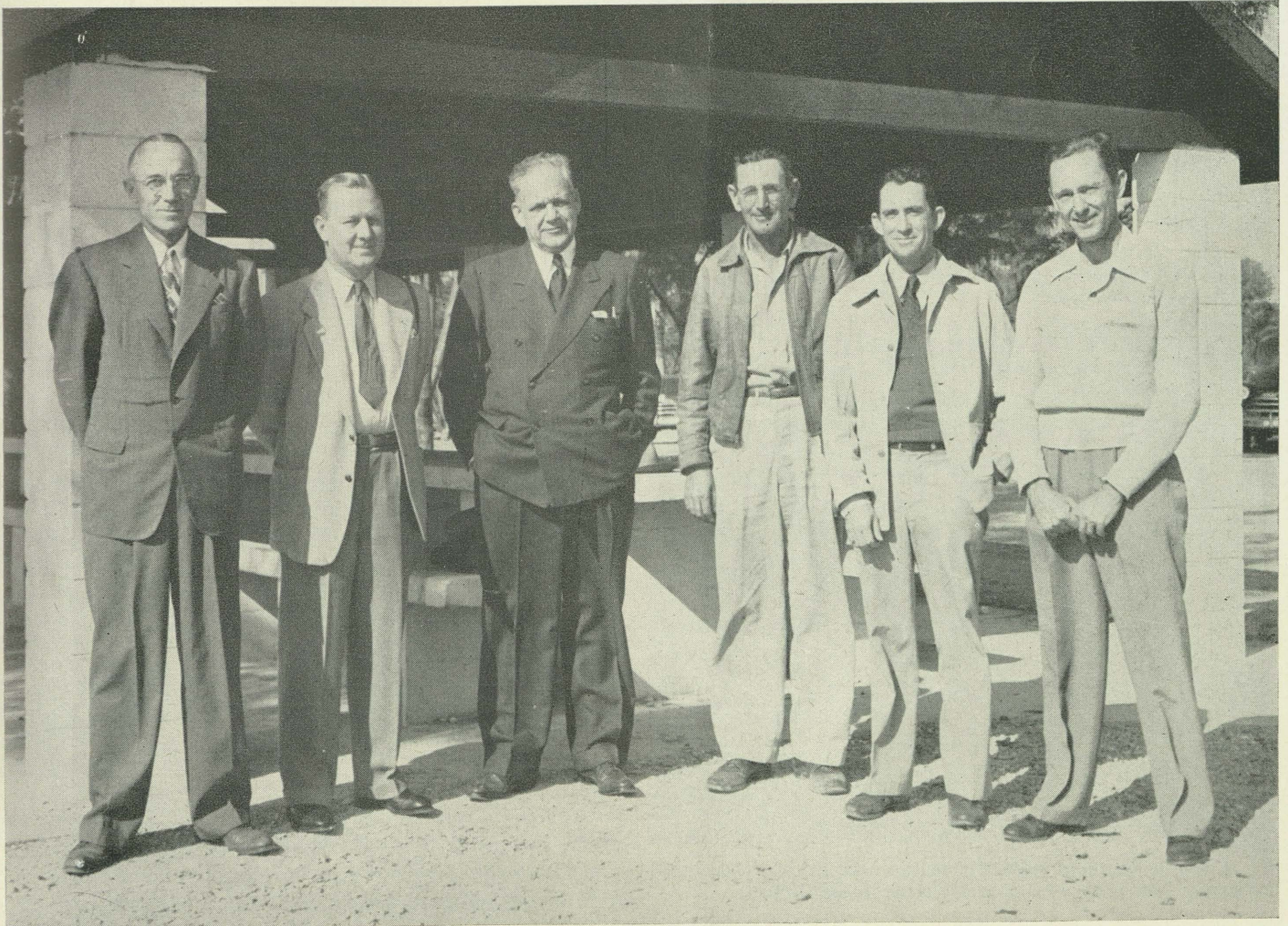
Nothing much happened to the Tampa Bay causeway until the fall of 1946. Meanwhile, state road department engineers had been harassed by a series of recurring potholes that pock-marked the Davis causeway thoroughfare. They knew there was something fundamentally wrong but time did not permit detailed studies of subsurface conditions.

So it was not until September, 1946 that Courtney Campbell representing his First Congressional District persuaded his colleagues on the highway board to approve what was originally planned as a normal rehabilitation project. Coincidentally, this was the same month Sam P. Turnbull took office as first division engineer.

Moving on the Causeway project without the slightest idea of the terrific problems involved, Division Engineer Turnbull discovered he held an engineering bull by the tail.

"All of us thought the Causeway job meant merely the digging out of a few pot holes," Turnbull told this writer. "We imagined the trouble lay not more than inches deep. Imagine our astonishment to discover that

Standing before one of the 60 picnic shelter and barbecue pits constructed on Courtney Campbell Parkway, Clearwater end are: Left to right, J. A. Gunn, Maintenance Engineer, S. P. Turnbull, Division Engineer, Courtney W. Campbell, Board Member, A. H. Murphy, Construction Superintendent, R. C. Bannerman, Jr., Assistant Division Engineer and R. T. Gupton, Senior Project Engineer.

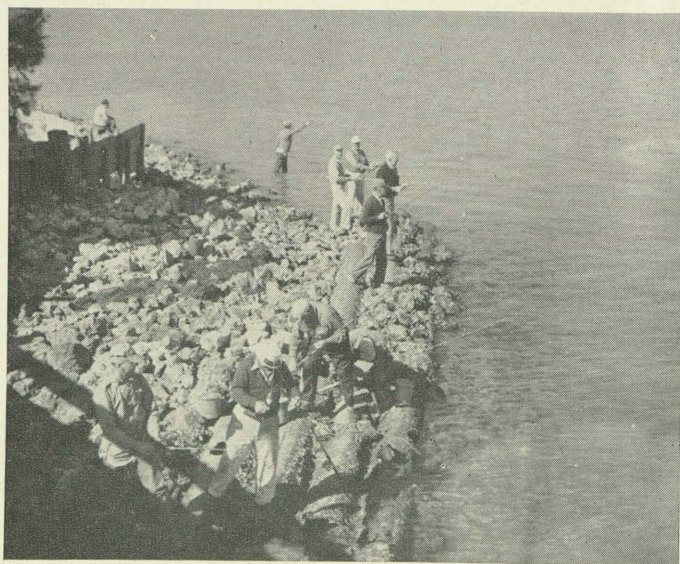




Aerial view showing section of causeway.



Some of the Highway Patrolmen directing crowd and traffic at Parkway dedication. Left to right: Patrolman Stafford, Lieut. Taylor and Sgt. Maseda.



A few of the large number of tourists who fish daily along the causeway. This picture taken at one of the bridge ends.

a horrible condition existed the entire one and one-eighth mile length of the thoroughfare. We found the fill covered by a plastic material. It was decided to cut two feet off the top of the existing pavement in order to obtain suitable soil for back fill purposes, plus a new base and surface course."

Simultaneous with the decision to rehabilitate the Causeway, the department also determined to handle the entire project with its own crews and Division Engineer Turnbull even today shudders at the tremendous problem that was dropped in his technical lap.

"We found suitable material would have to be hauled from a point near Safety Harbor in Pinellas county at one dollar per cubic yard," says Engineer Turnbull. "In view of these costs, we decided to back fill the two feet with washed shell, dredged from the Tampa bay bottom, with the shell acting as a sub-grade and also as a base for the surface. Moreover, shell was cheaper than the material available only at Safety Harbor."

The first detail of road department had increased to a small army at this stage of the project but the work was moving along pretty much on schedule when Mother Nature, perverse wench that she has ever been to highway engineers, hit "Turnbull's Trouble Busters" with a Grade A hurricane. This was in the fall of 1947 and there wasn't only one blow. There were three in rapid succession, each one whipping mountainous seas against the south side of the original fill.

"We watched those waves biting into that fill," says Division Engineer Turnbull. "As we observed the effect of wind and wave we could envision the potential destruction of the causeway by some future hurricane. It was evident something had to be done to protect the state's investment. Hence the decision to build a seawall along the full length of the fill. That old bear the road department had by the tail was really kicking up a fuss. But we couldn't turn him loose!"

Surveys were made for the seawall and work began immediately, all of it with state road department forces exclusively. The original forty-foot road bed was widened through the addition of more shell to the front slopes so as to give a three foot berm on the shoulders.

"This allowed eight feet on each side of the twenty-four foot pavement to be surfaced with Type One treatment," Engineer Turnbull explains, "thus providing, either for a parking area or additional travel lanes on each side. This increased the total surfaced width to forty feet."

Keeping uppermost in mind the department's policy of building roads that are not only sturdy but safe, Engineer Turnbull included in his Davis Causeway project plans two eight foot strips on either side in lighter color than the original riding surface. This detail provides a pavement contrast pleasing to the eye in daylight and is an added protection for night driving.

Completion of the final seal also was followed by the painting of a broad center stripe with luminous paint to divide permanently, under all driving conditions, eastward and westward flows of traffic. So much for the engineering aspect of the causeway.

Courtney Campbell is entitled personally to all of the credit for what the state road department has done to transform the parkway now bearing his name into Florida's outstanding recreational center. This writer makes

that statement without fear of contradiction because it so happens that we were permitted to peek into the Campbell mind long before state landscaping crews moved into the picture.

It came about on a brisk afternoon not long after the state took title to the causeway when Campbell invited us to take a look at the road department's brand new baby—an infant nobody knew at the time was suffering from ailments that later would require major engineering surgery.

As we rode along the causeway between the two old toll houses, Campbell began pointing out then invisible concrete shelters, barbecue pits, benches, plantings of Australian pines, bathing beaches and parking areas.

"Over there we'll have a shelter for a party of six people," Campbell kept saying. "Over yonder there's a clump of Australian pines. And along here a hedge of hibiscis. What do you thing about cabbage palms in this section? And long beds of petunias and periwinkles would dress up the edges of that gentle curve just ahead!"

But Courtney Campbell saw all those things and a lot more. Only the vision didn't die a-borning. Today, you'll find thirty-three of those outdoor grills and concrete canopied shelters scattered along the length and breadth of Courtney Campbell Parkway. Some of these shelters accommodate twenty persons. The smallest will serve groups of six. All of them are in use every weekend and most of them between times.

There are fourteen unbroken miles of bathing beach along Courtney Campbell parkway, too, open without cost to the year-round residents of Tampa, Clearwater, Dunedin, Largo and other Tampa Bay and central Florida communities, plus multitudes of winter visitors. Those beaches are not just happenstance. They were born in Courtney Campbell's fertile and imaginative brain.

Through all the years to come, Courtney Campbell's dream of transforming an unattractive section of overseas highway into a magnificent park and recreation center will enhance in importance and popularity. The little Australian pines we saw planted not so long ago are higher than a man's head today. No matter in what direction you gaze as you traverse the parkway, the vista is altogether pleasant. In brief, you witness a wedding of the technical and the aesthetic not found elsewhere in these United States.

Only one additional chapter remains to be told. This is the story of Courtney Campbell's deep concern for the safety of the fishermen, whom all the horses and all the king's men couldn't keep off the causeway bridges.

As long as fish of many species clutter the waters of Tampa Bay, men, women and children will try their skill with rod and reel from those bridges and Courtney Campbell began planning the construction of "cat walks" for the anglers long before road department engineers were asked to draw the plans. Completion of the "cat walks" will enable the fishermen to ply their sport in perfect safety from passing vehicular traffic.

From the statistical standpoint, the Courtney Campbell project is slightly terrific. One hundred men at a time toiled to complete it. Thirty trucks moved 175,000 yards of shell that went into it. Eighty million pounds of rubble were hauled in 2,000 truck loads to make the seawall and bastion the fill.



Showing seawall, rip-rap, outdoor fireplaces, shelter and tropical plantings.



A typical picnic shelter, showing table and benches, barbecue pit, incinerator, shell paved parking area and shrubbery.



Showing newly constructed concrete seawall and rip-rap for erosion control.



Looking west towards Clearwater, showing 22' bituminous re-tread surface with mineral seal and 8' white top parking strip and stabilized shoulders.

In closing, here is the honor roll of faithful and efficient state road department workers, deserving of special mention for their contributions to the project: R. C. Bannerman, assistant division maintenance engineer; H. E. Lewis, assistant division construction engineer; R. T. Gupton, senior project engineer; Jack A. Gunn, maintenance engineer; Pat Murphy, construction superintendent; Guy Stovall, wayside park technician; Roy Johnson, assistant wayside park technician, and Charles Doll, right of way agent.

Over all these, of course, there was Chairman F. Elgin Bayless of the state road department, and his chief of staff, E. C. DeGarmo, state highway engineer as well as W. A. Kratzert, state maintenance engineer.

Looking back over what the road department has accomplished in the rehabilitation, beautification and recreational development of the parkway, county commissioners throughout Florida point to the project as adding further evidence of the sagacity of Governor Caldwell in his selection of personnel of the department. The board consists of five rugged individualists, each possessing many of the governor's characteristics, particularly their fearless determination to study road construction on the statewide level. Highway construction in Florida today is guided by the policy of "greatest good for the greatest number" rather than in terms of politics.

Moreover, Mr. Campbell pointed out that the department looks first to the several boards of county commissioners large and small for the primary selection of preferred or top priority road construction.

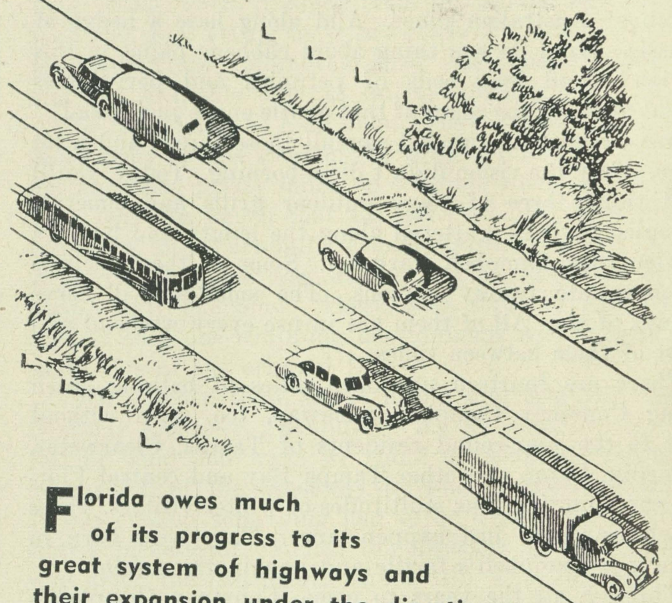
"Each board is required to list their projects in order of priority," Mr. Campbell said. "In this way, the department is advised as where its money can be spent to greatest advantage and to the broadest public interest."

In the selection of road department personnel, says Mr. Campbell, the board has followed a hands off policy, leaving the selection of workers to their division engineers, whom the board members regard as best qualified to pick what Mr. Campbell describes as "the square pegs for the square holes."

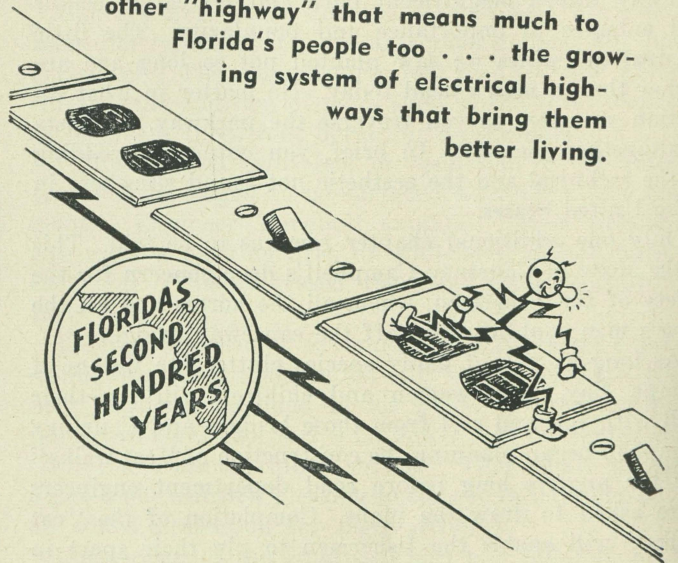
And so we come to the end of a story of road department achievement unparalleled in Florida highway construction history—a story that traces a pattern for all future departments in all the years to come.

One thing is certain. In this achievement, the road department has proved its ability, in emergencies, to carry through a major project entirely on its own.

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'Ware the Pirate, Gaspar, Tampa!

By HAMPTON DUNN

Well, shiver my timbers, just look what time of year it is!

This is the time of year when a modern metropolitan city of more than 150,000 persons, aided and abetted by a similar number of tourists and state visitors, bows helplessly before a mythical invading pirate ship—without even firing one shot in defense.

The city is Tampa, hub of Florida's busy west coast; the defenseless persons are ordinary citizens trying to make a living in 1948, and the invading pirate is that kingpin of old—Senor Jose Gaspar.

Yo ho ho, and a bottle of rum, but the gay old bus-caneer of yore lives on. His spirit of carefree, reckless,

bloodthirsty sacking of rich territories along the Spanish main lives on—and still no one dares defy him.

After a successful comeback last year from the inactivity of the war years, Ye Mystic Krewe of Gasparilla—Tampa business men and socialites in everyday life and Pirates on one big day of the year—plans to enter big time in promoting a spectacle during their annual "invasion" of these shores Feb. 9.

In previous years, Gasparilla, while enjoyed by upwards to a half million persons, has been primarily for the pleasure of members of the Krewe and their ladies. This year, it is more of a community affair.

The Pirates are putting out more money to make the affair more colorful than ever before and are featuring



PIRATES INVADE CITY!

TAMPA, FLA.—Unique in American pageantry is Tampa's famous Gasparilla pirate carnival. Buccaneers of Ye Mystic Krewe of Gasparilla stage their annual invasion of the city in their 3-masted sloop-of-war, the Jose Gaspar. The gaily decorated pirate craft, with the smoke of battle rising from the decks, is shown here forcing an entrance through the city's bridges. The pirate festival each February climaxes Florida's winter season.



Part of the immense crowd that jams Tampa every Gasparilla day is shown in this view along Franklin Street, where the beautiful parade climaxes the entry of Pirates into the city.

Masked Carnival Night, during which everybody will have an opportunity to participate in the fun.

On this night, the royal party will visit the four Latin clubs in West Tampa and Ybor City—Centro Espanol, Centro Asturiano, Circulo Cubana and the Italian Club. Featuring the event will be an illuminated parade of floats which will be seen originally in daylight on invasion day.

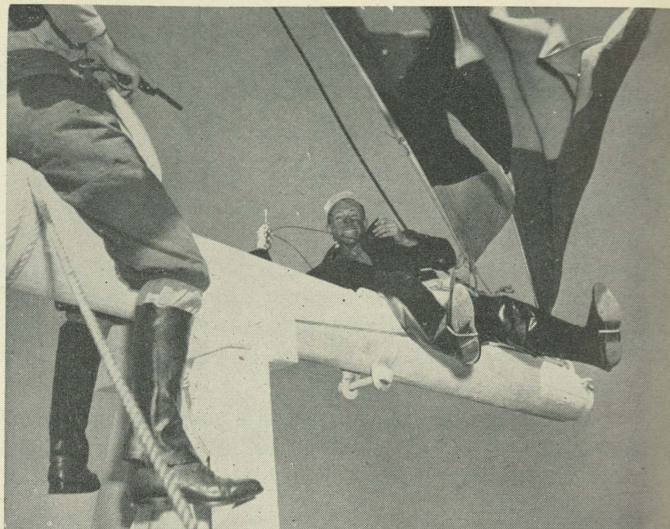
When the Jolly Roger that tops the three-master, Jose Gaspar, flutters above the Hillsborough River on Feb. 9, it will signal the return of a mythical crew of blood-thirsty pirates, this time fresh from a series of triumphant battles and invasions of the magic land of the Arabian Nights.

In this fashion will Ye Mystic Krewe move into the Arabian Nights theme, Aladdin and his magic lamp, the giant rock, magic carpet, the genii. Richly costumed princes and princesses. Fabulous wealth—still of the same mythical quality as the pirates.

All these and more, too, have the pirates met and conquered since they last invaded Tampa. And the parade that will follow 1948's invasion will show off some of the loot and some of the captives.

Gasparilla, besides being the feature of the social whirl here, is the climax of the Florida State Fair, the world's largest midwinter exposition, which opens Feb. 3 and continues until Feb. 14.

Ruling over the gay carnival is King Neil McMullen, who most Floridians know as a leader in the House of Representatives from Hillsborough County, King Neil, by the way, is one of the few persons who lays claim to



The gentleman mounted on the rigging of the Jose Gaspar, flagship of Ye Mystic Krewe, is King Gasparilla XXXIV—otherwise known as Neil McMullen, Tampa attorney and a member of the House of Representatives. He is dressed in typical pirate regalia as he makes his jolly entry into the city during last year's invasion.

possessing both a wife and a queen. He recently married the former Miss Ruth Rawls L'Engle of Jacksonville, but will reign over Gasparilla with charming Dolly Sutton, his queen for a year.

A week of entertainment for the new court will mark the Gasparilla festivities, at which Claude Thornhill and his name band will provide music.

The old schooner, Jose Gaspar, is rapidly being put into shape so that she will wear her war colors proudly on the big day—after losing two scrapes in her hiding place in Tampa Bay. Last summer lightning struck the top mast of the ship and split it, and recently a freighter in port plowed into her bow. But she's a tough old vessel and bounces back rapidly from any setback. The Gaspar once was a fishing schooner off the coast of Maine, but now is permanent property of Tampa's Krewe.

Since 1904, the pirate Gaspar and his gay band of rootin', tootin' buccaneers have annually charged into the city and taken over for several days of festivities.

Once upon a time, when the word got around the grapevine that old Jose was in nearby waters it brought fear to merchantmen anywhere on the Spanish Main.

The story is that the notorious Gaspar, a renegade lieutenant from the Spanish Royal Navy, led a mutiny in 1783 aboard the Spanish sloop-of-war, the Florida Blanca. He took command and headed for the Florida straits, establishing a pirate rendezvous on an island in Charlotte Harbor, now the site of Boca Grande, naming it Gasparilla Island in honor of guess who? He was then ready to go into the sacking business.

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Gasparilla Day at Tampa in February is one of the West Coast's biggest celebrations. (Photo by Belden)

In the next few years—according to Gaspar's own diary—he captured and burned 36 ships, usually butchered their crew en masse, and seized an untold quantity of gold and other booty. But there is no record of what happened in after years and what happened to his treasures for which the easy-money boys are still searching.

The sea rover's luck ran out in 1821. About to pounce on a lone brig standing off the Florida coast near his fabulous Gasparilla Island, the daring pirate saw to his consternation the Stars and Stripes break out at the masthead. His proposed victim was a Navy warship, the USS Enterprise, with a Lieutenant Kearney commanding.

But it was too late to retreat. In a few minutes, Gasparilla's flagship, the Gasparilla II, was a burning shambles.

A few of the crew escaped in the long boat. Wrapping a heavy chain around his waist and neck, Gasparilla leaped into the sea, brandishing his sword in a final gesture of defiance. A surviving dozen of his crew were taken to New Orleans and 11 of them hanged.

That wrote finis to Gaspar's infamous career.

Nearly 100 years later, history-loving and publicity-

wise Tampons organized the social group of Ye Mystic Krewe of Gasparilla, with the object of establishing an annual pageant to rival the New Orleans Mardi Gras.

In that first parade back in 1904, masked pirates on horseback led the procession of notables, and the first coronation ball was held at the fabulous Tampa Bay Hotel, now the home of the University of Tampa. The invasion-by-sea idea developed in 1911 and has been carried out nearly every year since, with the exception of war years when many of the "pirates" were at far corners of the earth carrying out real invasions against real enemies.

So jammed has Tampa been in past years when thousands of tourists lined downtown streets to see the colorful show, the Krewe this year has decided to extend the line of march of the parade of beautiful floats and gaily-clad bands. The parade route will go down Franklin Street, the main drag, across the Platt Street bridge, along the Bayshore Boulevard for several blocks and wind itself back to the Florida State Fair grounds.

Even so, many persons will have to stand for hours to get a glimpse at the noisy, boisterous pirates.

But it will be worth it!

RAND'S ENTERPRISES

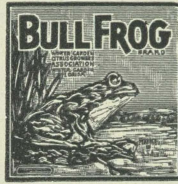
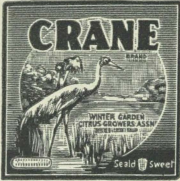
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TAMPA'S WEATHERMAN

By HAMPTON DUNN

Every week day afternoon, a saucy good-looking blonde steps out on the front page of a Tampa newspaper to quiz the local weather man about his forecasts for the next 24 hours.

The pert, slender gal's name is "Miss Tampature," and she asks Meteorologist W. W. Talbott such silly questions as "How much rain is a 'trace'?" or "Shall I call my boyfriend about that moonlight you predicted for tonight?"

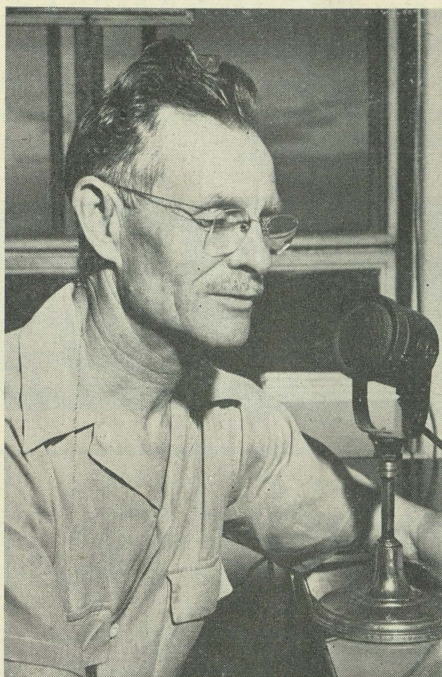
Patient Mr. Talbott shakes his sandy curls and carefully explains that a "trace" of rain is less than .01 of an inch, too minor to record as real rain, but enough to keep from saying that Tampa suffered a shut-out that day. About moonlight, he'll advise Miss Tampature that what she does off hours from her duty as his "assistant" at the weather bureau is hers and her boyfriend's business, but that he would "recommend" that she and other Tampons take full "advantage" of the full moon.

Besides answering innumerable questions for the mythical Miss Tampature, who was created by the weather writer for the Tampa Times, Tampa's genial weatherman answers scores of questions daily from his thousands of "fans" who tune into his daily radio broadcast to see what he has "special" to offer for the next 24 hours.

One reason the weather expert is so popular with ordinary citizens is that he himself is an ordinary citizen: He owns a home here and has a garden that needs rain during the dry Summer spell. In fact, he's a prominent member of the city's unique Men's Garden Club. His hobbies, he lists as his attractive wife and their "Leap Day" daughter, Sharon, who was born on a Feb. 29. He is practically a one-man Chamber of Commerce because he sees something good in the worst of weather.

It was he who dubbed Tampa as "the thunderstorm capital of the world"—and bragged about it.

"When we say that," he explains, "we are counting our blessings, not lamenting our hardships.



W. W. TALBOTT

"In the hot Summertime, when this area gets 60 percent of the total annual rainfall, there is nothing more welcome than those refreshing afternoon showers, that clean out the atmosphere and bring down the temperature. They keep the nights from being suffocating, clear the skies for full moonlight nights and water the thirsty orange trees."

With those remarks, the Tampa "Pollyanna" (he's a member of the Optimist Club) gently stroked the wrists of members of the Orlando Chamber of Commerce, who howled when the Army branded "The City Beautiful" as "the city with the worst weather in the United States."

Once since he took over as chief of the bureau here in 1932, Mr. Talbott found himself in a three-way argument with St. Petersburg and Tucson, Ariz., when he proudly announced that Tampa was "the sunshinest city in the U. S."—and had facts to prove it. Since then, St. Petersburg residents have become his ardent fans, and he quit talking in superlatives about Tampa's sunshine.

The meteorologist hasn't always had this impression of this spot on the

map. Before he left his native state of Missouri, a friend (of Mr. Talbott's, not Florida's) tipped him off that forecasting in Florida would be a "snap." All you have to do, he advised, "is forecast 'rain tomorrow'." The Missouri-born Mr. Talbott arrived at Union Station here under an overcast sky with a threatening rain hovering nearby. His first forecast in Florida: "Rain this afternoon and tonight, Sunday mostly cloudy."

But since that time, the bespectacled, moustachioed man from Missouri has gone through all types of weather—including several long droughts and Florida's own special type of weather—Caribbean-born storms.

In either situation, his calm, confident voice over the radio reassures his anxious listeners, who listen attentively to his endless supply of home-spun advice.

His usual introduction, "Howdy, Folks," is a slow and jovial Missouri-waltz-type greeting. Carrying reports through a drought his favorite words of encouragement are "don't measure the rain before it falls," or "we need rain, folks, and patience."

There is also that practical advice to star-gazers and amateur astronomers who look for eclipses through heavily-smoked glass. "Be sure to keep the smoked side toward the sun—or you'll get a smudge on your nose," says Mr. Talbott.

During a hurricane, the weatherman is at his best. He's regarded as somewhat of an expert on the subject here. When other folks in charge of public safety are inclined to be a bit hysterical, Mr. Talbott will advise to sit tight and wait for developments. In 1946, some quasi-public official ordered evacuation of Davis Island and bayfront properties. Mr. Talbott suggested that they stay at home until the high waters came. The high waters never came.

There's nothing like a good joke to ease tension during an emergency. In the recent hurricane, Mr. Talbott appeared before his microphone, red-

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He had warned the folks for days to stock up on flashlight batteries, candles and food in the event the hurricane struck. At 2 A. M. the morning the disaster was due, he decided to board up the ventilators in his house. Groping around in the dark, he discovered that he, the weatherman, had forgot to stock up on flashlight batteries and he had to wait until daylight (and take valuable time out

from his hurricane watch) to do the job.

And if you think you can change the weather by calling up the weather man and bawling him out, you're doomed to disappointment.

"People are often trying to influence our forecasts to suit their plans," Mr. Talbott says. "But as for those who call us and let us know personally how they feel after the forecast --all we can say is that they can't call us any worse names than we've heard before!"

William Wesley Talbott (pronounced "Wes") was born "in the long whiskered days of the last century" in Jackson County, Mo., just a stone's throw from where Abraham Lincoln used to split rails. One of his neighbors was a young fellow named Harry Truman.

He became interested in the weather, he said, because "I had a school-mistress who was everlastingly having us kids write themes on Missouri weather and the subject was inexhaustible."

Once a year, Mr. Talbott takes a weatherman's vacation and goes off to some other part of the country, looking at the scenery and the skies.

One year he went in April, telling the homefolks, "Tampa's weather is so good it can take care of itself. I hate to leave it, but I thought I'd better go now so I can return for the hurricane season."

Another year he was gone in January and when he came home, his "customers" complained about the unusual cold weather they had had while he was away. He was quick to explain that his absence wasn't the reason, and added, "I hope all by-gones will be by-gones." Then he forecast nice sunny weather for the next day.

Mr. Talbott's chief professional diversion is settling bets for people who bet on Florida weather. Many a bill has been passed from one hand to the other after the congenial weather

(Continued on Page 45)

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IT HAPPENED IN FLORIDA.....

By
JULIA REHWINKEL HOLLAND

A New York waitress heard about big tips in Miami and came down. She paid an employment agency \$25 to get her a job, \$5 for a health card and \$1 to register with police. After working one day, she collected \$2, tipped the bus boy 15¢ and lost a quarter because she had itemized a bill incorrectly. As she started home to her \$28-per-week room, an officer grabbed her and ordered her to buy a Florida license tag.

Mrs. Sarah Elizabeth Stoutamire of Tallahassee recently celebrated her 83rd birthday. She is one of Leon county's oldest former school teachers and recalls that she once rode a horse three miles to an old log cabin school and the only means of heat was a fireplace. She thinks the old style of teaching overshadows present day methods, but in those days pupils had no writing paper and there were only the first, second and third grades.

Evelyn Valentine who learned to walk all over again in the Miami Cardiac home after seven years in bed because of her dangerously weak rheumatic heart and who will be 13 on February 13 has met adversity again—infantile paralysis has left her left leg helpless. She won Miami's heart as well as the nation's with her bright spirit while she was a patient in the Miami treatment center and Sophie Tucker was her special friend. She left Miami only last spring.

The Reverend Paul C. Hartford, president of Victory Sky Pilots, Inc., an organization to promote a worldwide missionary service through the use of light planes was the main speaker at a Youth For Christ rally in the First Baptist Church of Tampa

early last month. Mr. Hartford was the first ordained minister in the United States to become a certified commercial flight instructor and the first to start a flying school to teach missionaries and preachers to fly their own ships. He flew 50,000 miles in his Stinson Voyager airplane last year, and was the first preacher to make an aerial missionary expedition into South America.

Howard Cleaves presented his Mid-night Movies in Animal land at the Tampa City recreation Center on a recent night under the sponsorship of the National Audobon Society and the Tampa Bird Club. Daring, patience and mechanical ingenuity have been combined by Cleaves in his special field to produce the motion picture studies. He has cruised over the Everglades in a blimp, built a diving suit for his underwater camera, and made a chandelier of powerful lights to carry on night prowls through the woods.

J. P. Lyons, Jr. of Anchor Groves near Cocoa reports a recent freak of nature. He has a mother cat setting on two hen eggs at his place.

Two men, charged with killing two fawn out of season in Levy county, were given the option by County Judge H. S. Wilson of purchasing deer for restocking or serving a jail sentence. It is reported that the men paid for ten deer for restocking Levy county.

In addition to making honey, bees also help make watermelon seed, according to John D. Haynie, agriculturist of the Florida Agricultural Extension Service. He says Frank Taylor, a Gadsden County melon seed producer, rented 25 colonies of bees to pollinate his watermelon vines in 1947 and noted that fruit setting was materially aided. Commercial melon growers also often place bees in their fields at blooming time. When honeybees are rented in sufficient numbers to do efficient pollination, the nectar and pollen supply is so low per colony that the beekeeper must feed his bees or move them quickly to a good source of pollen and nectar.

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County Activities and Personalities

Dade County Commission Chairman Charles H. Crandon has received a promotion. He was a corporal in the first world war, but he is now a colonel on the staff of Governor J. Strom Thurmond of South Carolina. Governor Thurmond notified Colonel Crandon of his appointment by letter pointing out that such contributions to the public welfare as the Commission Chairman's work in the development of Dade County parks and other public services should be recognized.

Palm Beach County Agent M. U. Mounts has been honored with presentation to him of a certificate of "distinguished service" voted him recently by the National Association of County Agricultural Agents. County Commissioner Paul Rardin made the presentation and conveyed the County Commission's praise of Mr. Mounts.

Edmund P. Hogle has been named "temporary" County Probation Officer by the Volusia County Commission. If both Hogle and the Commission are satisfied after a trial of several months, the Commissioners will recommend to the governor that he be appointed for a four-year term.

Volusia Commission Chairman John Graham upset precedent and tradition recently by inviting citizens who have never been called for jury duty to tell the Commission about it. This was a laudable move and as good as inviting citizens to offer their services for a job which all too many people try to dodge.

Bryce Elevator Company of Jacksonville has been awarded the contract for installation of an elevator at the Hillsborough county jail by the Hillsborough County Commissioners. The Commissioners acted on the recommendation of M. Leo Elliott, architect in charge of jail improvements.

Palm Beach County Commissioners have agreed to buy 35 voting machines from the Automatic Voting Machine Corporation of Jamestown, New York, at \$1,272 each F.O.B. Jamestown.

Hillsborough County Commissioners recently sold 18 lots which brought \$3694, and will soon advertise for bids on approximately 40 additional lots in the Interbay section. These lots were acquired through foreclosure by the county and Interbay Drainage Board.

An offer by two business men to build

an incinerator for county garbage disposal is under study by the Dade County Commission. The county is compelled by law to operate the garbage service exclusively on fees paid by users and disposal problems have placed the service in a precarious position. A court order closed the rock pit they had been using and they were forced into temporary use of a pit in Hialeah.

A quiet title suit has been begun to hasten closing of the sale of the Volusia County Fairgrounds property to the Johnny J. Jones Shows, Inc. Volusia County Commissioners approved sale of the property for \$18,000 some months ago, but title defects have delayed transfer of the ownership.

Property owners of the Bayview area are protesting to the city of Clearwater, Pinellas County Commissioners and the State Road Department against the establishment of a proposed Negro bathing beach at the west end of Davis causeway. The State Road Department has built a shell road to the area and city and county authorities are working towards clearing title to the site.

Palm Beach County ranks third among all the counties in the State in the estimated surplus gasoline tax revenue this year over and above road and bridge bond principal and interest maturity requirements. According to State Road Department figures, the estimated surplus for the current year will amount to \$275,000 of which \$220,000 will be spent by the SRD in the county on work designated by the county and the remaining \$55,000 is to be made available to the County Commissioners for road work.

At the request of the State Road Department, Hillsborough County Commissioners have passed a resolution designating Davis Causeway as a "limited access" road as a measure to insure the scenic drive against the infiltration of eyesores and traffic hazards. This will close the causeway and its approaches to construction of any additional side roads on which gas stations, jooks, fish and bait houses may be established. The area had previously been zoned dry.

The Marion Construction Company of Ocala was low bidder for construction of the Dowling Park-White Springs highway in Suwannee County. Their bid was in the amount of \$313,659.80.

Duval County Commissioners have au-

thorized the new position of road engineer and the employment of seven additional men on road repair crews. The additional men will enable the county to maintain three complete paving crews on duty at all times, with sufficient manpower to operate all equipment used in the work.

The dangerous condition of the newly retreaded road between Belle Glade and Pahokee is being corrected by a State Road Department maintenance crew. Palm Beach Commissioners learned of the condition of the road through Commissioner Paul Rardin after several accidents on the road, believed to have been caused by the bad shoulders, which at some places were as much as 10 inches lower than the road. The contractor who retreaded the road failed to take care of the shoulders.

Construction work on the new bridge across Broward river on Heckscher drive in Duval County has been begun by the Okeechobee Construction Company for the State Road Department.

J. V. McCall, Chairman of the Hamilton County Commissioners, say the Commissioners have made plans to construct seventy-five miles of farm to market roads in the next few years. Since Hamilton is a farm county, the whole county would be aided by these farm to market roads.

Norman F. Six, architect in charge of construction of the Negro Boys Industrial School at Seffner, has reported to Hillsborough County Commissioners that this project is complete and ready for occupancy.

Dade County Commissioners have approved a plan to divide Dade County into permanent census tracts to provide basic data on population and other community development.

Broward County Commissioners have signed a lease on the naval air station at Ft. Lauderdale and took over the station in recent formal ceremonies when Navy Lt. O. R. Willingham presented the keys to Luther Remsburg, Commission Chairman.

Paul T. Walker has been appointed by the Dade County Commissioners as the first general manager of the county home and hospital at Kendall. Walker is a former Dade health department official.

Florida Industrial Commission Reports 107 Fatalities at Loss of About \$1,125,000

The chart on the opposite page gives a graphic breakdown of industrial accidents by causes.

The 107 Florida men represented in the chart of fatalities since January, 1947, which occurred while they were at work, represent direct industrial losses of approximately \$1,125,000, according to Carl B. Smith, Chairman of the Florida Industrial Commission, administering the Workmen's Compensation Law.

However, the industrial loss is small compared with the human loss to 69 widows, 92 children under 18 years

of age, and 18 dependent parents of these men.

Accidents occurring in connection with automobiles accounted for 26 per cent of the deaths which was the highest single source involved. No concentration of these was noted in any particular area as they were spread throughout the state. Electricity accounting for the second highest percentage was also scattered over the state. Explosions resulting in 10 of the deaths were centered around the Tampa area.

Geographically, the accidents were

concentrated in central Florida with almost half the accidents occurring in that area. South Florida accounted for 26, north Florida 24, and north-east Florida 7 of the fatal accidents.

Thirty per cent of the fatalities occurred in a fifty-mile radius of Tampa. This included only 3 automobile accidents, indicating a high percentage of straight industrial fatalities.

Miami and fifty-mile radius accounted for 17 per cent with 5 being killed in automobile wrecks, which was also a low factor. Jacksonville accounted for 12 per cent of the state's fatalities, only one-sixth of which were automobile accidents.

Mr. Smith said that in an effort to decrease the mounting volume of industrial accidents the Florida Industrial Commission had recently appointed a Safety Consultant, Albert P. McIntosh, Tallahassee, who is actively engaged in conducting training and educational programs in accident prevention, health and other safety procedures for employees.

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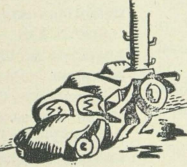
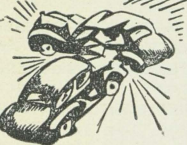



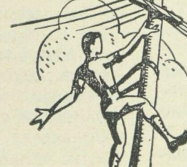
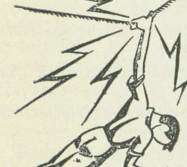


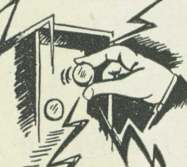
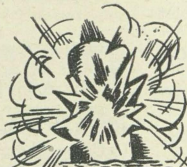
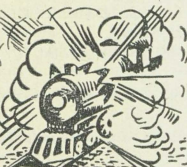




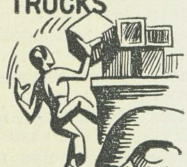
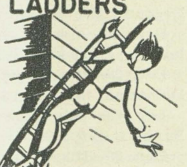






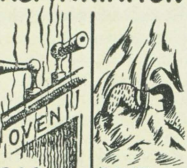







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FLORIDA'S INDUSTRIAL FATALITIES

SINCE JANUARY, 1947

<p>TRAFFIC 27 KILLED</p>	<p>AUTO WRECKS  7</p>	<p>AUTO COLLISIONS  10</p>	<p>STRUCK BY AUTOS  3</p>	<p>FELL FROM AUTO TRUCKS  4</p>	<p>MOTORCYCLE COLLISIONS  3</p>
<p>ELECTRICITY 19 KILLED</p>	<p>ON POLE  7</p>	<p>LIVE WIRE  6</p>	<p>CRANE BOOMS  4</p>	<p>SWITCHES  1</p>	<p>LIGHT CIRCUIT  1</p>
<p>EXPLOSIONS 10 KILLED</p>	<p>STORAGE TANK  5</p>	<p>LOCOMOTIVE  2</p>	<p>GASOLINE  1</p>	<p>BURNER  1</p>	<p>ACETYLENE  1</p>
<p>FALLS 11 KILLED</p>	<p>FROM BUILDING  4</p>	<p>UNLOADING TRUCKS  2</p>	<p>SCAFFOLDS & LADDERS  3</p>	<p>TRIPPED ON LEVEL  1</p>	<p>ELEVATOR SHAFT  1</p>
<p>DROWNING AND ASPHYXIATION 9 KILLED</p>	<p>BOATS  3</p>	<p>FROM BRIDGE  1</p>	<p>FROM QUARRY BANK  1</p>	<p>RESCUE ATTEMPTS  1</p>	<p>ASPHYXIATION  2 GAS CAVE-IN</p>
<p>OTHER SOURCES 31 KILLED</p>	<p>MACHINERY  14</p>	<p>PLANE CRASH  4</p>	<p>ASSAULT  5</p>	<p>FALLING TREE  2</p>	<p>FALLING OBJECTS  6</p>

W. Sanford

Transactions of Meeting of Florida State Road Department

MEETING HELD AT TAMPA, FLORIDA, JANUARY 19, 1948

Pursuant to agreement and announcement, the Members of the State Road Board met at Tampa, Florida on the 19th day of January for the first meeting of the year 1948, with all members present, as follows: F. Elgin Bayless, Member from the Third Division and Chairman for the past year, in the chair, Courtney Campbell, S. Kendrick Guernsey, Herman B. Fultz, and Robert T. Carleton, Members from the First, Second, Fourth and Fifth Divisions respectively, and J. Robert McClure, Secretary, in attendance.

ELECTION OF CHAIRMAN FOR 1948

On motion of Mr. Campbell and seconded by Mr. Fultz, Mr. Bayless was reelected to serve as Chairman of the Board for the year 1948, or until his successor may be elected.

ELECTION OF SECRETARY FOR 1948

On motion of Mr. Fultz, seconded by Mr. Guernsey, J. Robert McClure was reelected to serve as Secretary for the year 1948 or until his successor may be elected.

APPROVAL OF MINUTES OF DECEMBER 8

On motion of Mr. Guernsey, seconded by Mr. Carleton, the minutes of the meeting held at Miami on December 8, 1947 were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain materials and equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

CONTRACTS AWARDED

Construction

Bids Received October 9

J. W. Conner & Sons, Inc., 1202-108, 80, Lee, \$255,737.55.

Okeechobee Const. Co., 7225-105, 105, Duval, \$339,837.78.

Bids Received November 18

Duval Engr. & Contr. Co., S 44(1), 135, Hamilton, \$122,322.29.

A. B. Covell, 6001-105, 10, Walton, \$54,149.41.

Noonan Const. Co., S-69(1) & S-87(1), 99 & 196, Escambia, \$182,942.04.

Bids Received December 18

L. L. Hall Const. Co., 7114-101 & 7106-101, 220 & Co., Clay, \$81,132.16.

John C. Dickerson Const. Co., 8714-104, 7, Dade, \$48,370.78.

W. L. Cobb Const. Co., 1625-105, 37, Polk, \$290,050.70.

Duval Engr. & Contr. Co., 7217-107, 21, Duval, \$186,765.10.

Brinson Const. Co., S-13(1), 720, Glades-Hendry, \$69,990.70.

Duval Engr. & Contr. Co., S-56(1), 107, Nassau, \$74,080.28.

Materials

Bids Received December 10

Two Roadway Barriers, Sherwood-Moore Iron Works (J. H. Dowling) Tallahassee, \$3,350.00.

Steel H. Piling, Tenn. Coal, Iron & R.R., Birmingham, \$5,211.86.

Bids Received December 19

Structural Steel, Bethlehem Steel Co., Bethlehem, Pa., \$30,445.80.

Equipment

Bids Received 1947

Dec. 5—one 2-ton truck, Douglass-Creel Motors, DeFuniak Springs, \$2,142.18.

Dec. 6—four 2-ton trucks, Riverside Chevrolet Co., Jacksonville, \$7,854.72.

Dec. 9—one 1-ton truck, Harrison Chevrolet Co., Marianna, \$1,431.15.

Dec. 9—one ½-ton truck, Dekle Motor Co., Perry, \$1,033.20.

Dec. 9—one 2-ton truck, Dekle Motor Co., Perry, \$1,605.99.

Dec. 10—one 2-ton truck, Ferman Chevrolet Co., Tampa, \$1,751.99.

Dec. 10—one 2-ton truck, Riverside Chevrolet Co., Jacksonville, \$1,818.84.

Dec. 12—two 2-ton trucks, Christian Chevrolet Co., Clewiston, \$3,534.98.

Dec. 12—two 1½-ton trucks, Christian Chevrolet Co., Clewiston, \$2,871.46.

Dec. 12—one sedan, Proctor Motor Sales, Tallahassee, \$3,218.82.

Dec. 15—one sedan, Halifax Motors, Daytona Beach, \$1,100.00.

Dec. 19—one sedan, Harrison Chevrolet Co., Marianna, \$1,029.85.

Dec. 19—two 2-ton trucks, Davock Chevrolet Corp., Ft. Lauderdale, \$3,515.98.

Dec. 23—one sedan, Holler Chevrolet Co., Orlando, \$1,159.85.

Dec. 23—two 2-ton trucks, Alford Chevrolet Co., Tallahassee, \$3,228.48.

Dec. 23—two 2-ton trucks, Luby Chevrolet Co., Miami, \$3,447.18.

Dec. 23—two 2-ton trucks, Pensacola Buggy Works, Pensacola, \$3,678.36.

Dec. 24—one 2-ton truck, Griner Chevrolet Co., Cross City, \$1,651.04.

Dec. 24—three 2-ton trucks, Halifax Motors, Daytona Beach, \$4,959.72.

Dec. 29—one sedan delivery, Riverside Chevrolet Co., Jacksonville, \$1,297.45.

Dec. 29—two 2-ton trucks, Rivard Chevrolet Co., DeFuniak Springs, \$3,577.18.

Dec. 29—two 2-ton trucks, Nelson Chevrolet Co., Panama City, \$3,757.18.

Dec. 29—three sedans, Sam Murray, Inc., Miami, \$4,162.32.

Dec. 31—two 2-ton trucks, Padrick Chevrolet Co., Ft. Pierce, \$3,531.18.

Bids Received 1948

Jan. 2—two pickup trucks, Holler Chevrolet Co., Orlando, \$2,312.20.

Jan. 14—two 2-ton trucks, Ferman Chevrolet Co., Tampa, \$3,833.98.

Jan. 14—two ½-ton pickups, Riverside Chevrolet Co., Jacksonville, \$2,340.90.

Jan. 16—one 2-ton truck, Turnipseed Motor Co., Ocala, \$1,815.47.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Campbell, seconded by Mr. Fultz, the following supplemental agreements were approved:

Not yet executed:

L. L. Hall Const. Co., Taylor, 361, 3805-902 & 3805-103, \$1,425.08 Increase.

John C. Dickerson Const. Co., Madison, 106, 3506-106, \$708.34 Increase.

L. J. & W. L. Cobb, Inc., Suwannee & Lafayette, 69, 3304-107 & 3706-105, \$1,148.37 Increase.

Smith Eng. & Const. Co., Bay & Gulf, 386, FAS 168(1), \$750.00 Increase.

James H. Craggs Const. Co., Dixie, 55, F-016-2 (1), \$23,009.92.

Hardaway Contr. Co., Escambia, 4805-102, No Change.

Cleary Bros. Const. Co., Gulf, 6, 5102-109, \$882.70 Decrease.

Agreements already executed:

Cleary Bros. Const. Co., Dade, 826, 8717-101, \$3,707.90 Increase.

Smith Eng. & Const. Co., Gadsden, Wakulla & Leon, 1 & 10, 5001-108, 5502-106, etc., \$3,431.64 Increase.

Hardaway Contr. Co., Escambia, 93, 4805-102, \$80.00 Increase.

Macaspahlt Corp., Polk, 600, 1602-110, etc., \$16,343.00 Increase.

H. E. Wolfe Constr. Co., Martin, 76, S-188(4), \$431.60 Increase.

Brinson Const. Co., Highlands, 8-A(25), F-123 (1) & FAGH-123(2), \$15,656.20 Increase.

L. J. & W. L. Cobb, Inc., Volusia, 600, FAI-117 (3) etc., \$305.35 Increase.

Jas. H. Craggs Const. Co., Volusia, 5 U.I. 60 (6) Part 1, \$203,779.54 Increase.

Smith Eng. & Const. Co., Bay, 30, 4602-108, No Change.

Hardaway Contr. Co., Escambia, 93, 4805-102, No Change.

R. H. Wright and Son, Inc., Dade, A1A, 8706-104, \$35,806.60 Decrease.

Cleary Bros. Const. Co., Brevard, 5, 7001-104 & 7002-115, \$1,583.60 Decrease.

RIGHT OF WAY REQUESTS MADE OF COUNTIES

Routine resolutions authorizing and requesting counties to acquire rights of way were adopted for the following sections of state roads:

Bay County, Road 425, Section 4611—15th & Harrison in Panama City, N & NWly to Airport—Carleton-Campbell.

Franklin County, Road 65, Section 4906—S line of Apalach Nat'l Forest Nly to Liberty Co. Line—Carleton-Fultz.

Leon County, Road 369, Section 5517—Wakulla Co. line Nely to Rd. 61—Campbell-Guernsey.

Manatee County, Road 675, Section 1311—Rd. 43 in Parrish E & SEly via Manhattan to Rd. 64 near Manatee River—Campbell-Carleton.

Pinellas County, Road 55, Section 1515(3)—From certain point Nly to Mecca at Rd. 580—Campbell-Guernsey.

Santa Rosa County, Road 197, Section 5807—Chumuckla Nly via Browndale to Jay—Fultz-Campbell.

Broward County, Road 816, Section 8609—From Rd. 9 Ely along Ocean Ave. of Oakland Park, etc., to Road 5—Fultz-Campbell.

Pasco County, Road 35, Section 1407—Dade City to Polk Co. Line—Campbell-Fultz.

REVISED MAPS OF LOCATION AND SURVEY

Resolutions approving revised and amended map of location and survey as filed with respective Clerks of Circuit Court, were adopted covering the following:

Bradford, 18, 2804, filed Sept. 6, 1947—Guernsey-Carleton.

Union, 18, 3907, Filed Sept. 6, 1947—Guernsey-Carleton.

AGREEMENT TO LEASE AND PURCHASE STATE ROADS 69 AND 73 IN CALHOUN COUNTY

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the roads to be constructed by the Florida State Improvement Commission in Calhoun County, the same being those known and designated as: State Road No. 69 and State Road No. 73 insofar as they extend in said County; and

WHEREAS, these roads, when constructed, will serve important needs of said County and will also serve as an important connection in the State Road System,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

-1-

It hereby approves the location and the proposed construction of said roads by the Florida State Improvement Commission, as shown on preliminary surveys, plans and maps prepared by the State Road Department.

-2-

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said roads in the words and figures as follows:

**LEASE-PURCHASE AGREEMENT BETWEEN
FLORIDA STATE IMPROVEMENT COM-
MISSION AND THE STATE ROAD DE-
PARTMENT OF THE STATE OF FLOR-
IDA, COVERING ROADS IN CALHOUN
COUNTY, FLORIDA**

THIS AGREEMENT, Made and executed in duplicate this..... day of....., A. D....., by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department",

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Calhoun County more particularly hereinafter described,

and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Calhoun.

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

Those roads in Calhoun County known as State Road No. 69 from end of present pavement about 4 miles north of Blountstown run north approximately 6.5 miles to the Jackson County line; also State Road No. 73

beginning at State Road 71 at Chipola Park run northerly approximately 9.3 miles to a point about 0.5 miles south of Juniper Creek, said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$405,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 12 CALHOUN COUNTY ROAD REVENUE BONDS and that immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of State Road as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Calhoun County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Calhoun County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$405,000 is sufficient to cover the estimated cost of the construction of said roads. In the event there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance with the standards plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

-1-

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Calhoun County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds

as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Calhoun County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Calhoun County, and it shall from time to time pay to the State Board of Administration any and all funds with which it may receive from surplus gasoline tax funds to be credited to Calhoun County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Calhoun County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

-2-

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

-3-

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

-4-

When the Department shall have performed all the covenants hereunder and shall have paid

MARKHAM BROTHERS & COMPANY

TOMATO AND BEAN CANNERS

"TWIN OAKS" AND "OAK HILL" BRANDS

OKEECHOBEE, FLORIDA

DIXIE CULVERT & METAL DIVISION

ARMCO DRAINAGE AND METAL PRODUCTS, INC.

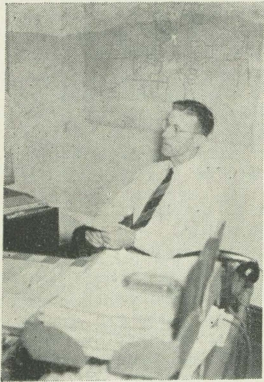
Jacksonville, Florida

Duval County

FLORIDA

COUNTY SEAT

JACKSONVILLE



A. N. SOLEE, County Engineer, Duval County.



Left to right, front row: E. P. Barwald, County Auditor; Mrs. Alma Pullinger, Clerk, Board of County Commissioners; Leonard W. Thomas, Clerk, Circuit Court.

Left to right, back row: Robert D. Gordon, County Commissioner; J. F. Hammond, County Commissioner; W. Howard BeLote, County Commissioner; Tom Marshall, County Commissioner; J. Henry Blount, County Attorney. (C. Ray Greene, County Commissioner, unable to be present when picture was taken.)

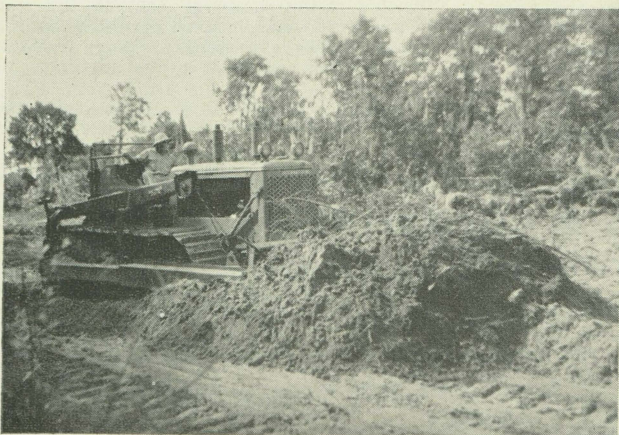


J. L. SPARKMAN, Equipment Supt., Duval County.

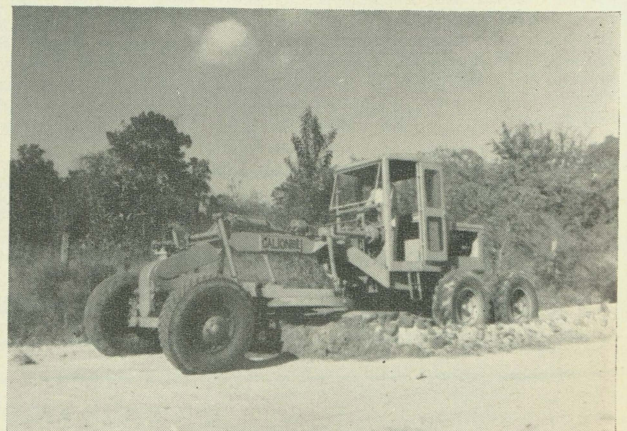
★ OFFICIALS of Duval County, Florida, want to continue building and improving roads and bridges. The County now has approximately 800 miles of graded and paved roads, and because maintenance revenue has decreased, labor-saving mechanical equipment is considered the logical answer for present maintenance and future progress.

★ Equipment such as the Galion 102 Motor Grader and the International Diesel TD-18 Crawler is used with other fine machines to keep Duval County's highway program moving ahead.

★ Yes . . . it's DUVAL COUNTY for good highways . . . for good port facilities . . . for good trade facilities . . . for a good place to live!

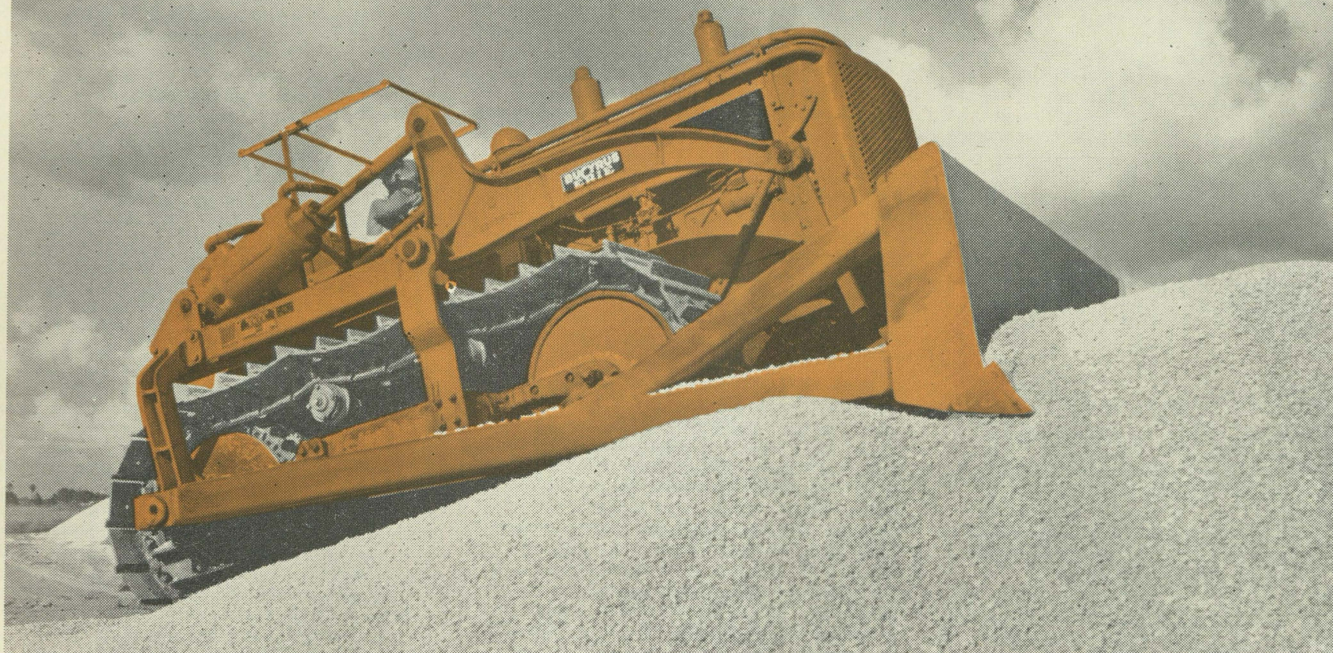


International TD-18 Tractor with Bucyrus-Erie Cable Controlled Bullgrader owned and operated by Duval County, Jacksonville, Florida.



Galion 102 Diesel Motorgrader owned and operated by Duval County, Jacksonville, Florida.

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Follow the lead of users such as Duval County by choosing the best equipment for work which has to be done right . . . and economically. You will be interested in facts and figures which show why **International Crawlers, Industrial Wheel Tractors, Diesel Engines** and allied equipment are leaders you need on your team. Requests for information receive prompt attention.

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FLORIDA-GEORGIA TRACTOR COMPANY

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Jacksonville, Fla.

Lakeland, Fla.

Tampa, Fla.

Miami, Fla.

the rental herein provided for, for the full term of the lease, and all indebtedness, including interest, represented by said \$405,000 Florida State Improvement Commission Calhoun County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these present to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

STATE ROAD DEPARTMENT OF THE
STATE OF FLORIDA

BY:
Chairman

FLORIDA STATE IMPROVEMENT
COMMISSION

BY:
Chairman

Attest:

Secretary

(Seal)

Attest:

Secretary

(Seal)

AGREEMENT TO LEASE AND PURCHASE STATE ROADS 358, 359, 357 AND 349 DIXIE COUNTY

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the roads to be constructed by the Florida State Improvement Commission in Dixie County, the same being those known and designated as: State Roads Nos. 358, 359, 357, 349 insofar as they extend in said County; and

WHEREAS, these roads, when constructed, will serve important needs of said County and will also serve as an important connection in the State Road System,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

-1-

It hereby approves the location and the proposed construction of said roads by the Florida State Improvement Commission, as shown on preliminary surveys, plans and maps prepared by the State Road Department.

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said roads in the words and figures as follows:

LEASE-PURCHASE AGREEMENT BETWEEN FLORIDA STATE IMPROVEMENT COMMISSION AND THE STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, COVERING ROADS IN DIXIE COUNTY, FLORIDA

THIS AGREEMENT, Made and executed in duplicate this day of, A. D., by and between the FLORIDA STATE IMPROVEMENT COMMISSION, herein-

after referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department",

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Dixie County more particularly hereinafter described, and the Department has agreed to construct the same for and on behalf of the Lessor and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Dixie.

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

Those certain roads in Dixie County known as State Roads 358 and 359 beginning at a point on State Road 55 (U. S. 19) about 5 miles south of the Steinhatchee River and run southwest approximately 5.5 miles to Jena; also State Road No. 357 beginning at Hines and run north approximately 5.9 miles to the Lafayette County line; also beginning at a point on State Road 55 (U. S. 19) in Cross City and run east and northeasterly approximately 13.4 miles to intersect State Road 349 at Fletcher; also State Road No. 349 beginning at Demory Hill and run northeasterly approximately 13.75 miles; also beginning at a point on State Road 349 about 1.5 miles south of the Lafayette County line and run east approximately 3.2 miles to Rocky Bluff Ferry, Suwannee River,

said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$465,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 10 DIXIE COUNTY ROAD REVENUE BONDS and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of State Road as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further

agrees that in the event any principal and/or interest of any Florida State Improvement Commission Dixie County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Dixie County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$465,000 is sufficient to cover the estimated cost of the construction of said roads. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

-1-

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Dixie County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Dixie County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Dixie County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Dixie County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State

SHERMAN CONCRETE PIPE CO.

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TAMPA
Phone H-3556

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Phone 2413

Improvement Commission Dixie County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

-2-

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

-3-

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

-4-

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided for, for the full term of the lease, and all indebtedness, including interest, represented by said \$465,000 Florida State Improvement Commission Dixie County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these presents to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

STATE ROAD DEPARTMENT OF THE
STATE OF FLORIDA

By:.....
Chairman

FLORIDA STATE IMPROVEMENT
COMMISSION

By:.....
Chairman

Attest:
.....
Secretary

(Seal)
Attest:
.....
Secretary

(Seal)
.....
Secretary

AGREEMENT TO LEASE AND PURCHASE CERTAIN ROADS IN GULF COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the roads to be constructed by the Florida State Improvement Commission in Gulf County, the same being that known and designated as: State Road Nos. 381, 30; also Hunter Street and 2nd Avenue in Oak Grove; also 2nd, 3rd, 5th and 6th Streets and 1st and 2nd Avenues in Highland View in said County; and

WHEREAS, these roads, when constructed, will serve important needs of said County and will also serve as an important connection in the State Road Department of Florida that:

-1-

It hereby approves the location and the proposed construction of said roads by the Florida State Improvement Commission as shown on preliminary surveys, plans and maps prepared by the State Road Department.

-2-

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said roads in the words and figures as follows:

LEASE-PURCHASE AGREEMENT BETWEEN FLORIDA STATE IMPROVEMENT COMMISSION AND THE STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, COVERING ROADS IN GULF COUNTY, FLORIDA

THIS AGREEMENT, Made and executed in duplicate this.....day of....., A. D....., by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department",

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Gulf County more particularly hereinafter described, and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Gulf.

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

Those certain roads in Gulf County known as State Road No. 381 beginning at a point on State Road 71 about five miles south of Wewahitchka and run southeasterly via Dalkeith approximately 9.6 miles to Willis Landing; also State Road No. 381 beginning at Dalkeith and run westerly approximately 1.2 miles to State Road 71; also State Road 30 beginning at a point just south of Port St. Joe and run East approximately 1.5 miles to Niles; also Hunter Street and 2nd Avenue in Oak Grove, a sub-division in South Port St. Joe, a distance of 0.6 miles; also 2nd, 3rd, 5th and 6th Streets, and 1st and 2nd Avenues in Highland View, a sub-division north of Port St. Joe, a distance of 1.5 miles,

said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$385,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 8 GULF COUNTY ROAD REVENUE BONDS and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of State Road as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

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The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Gulf County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Gulf County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$385,000 is sufficient to cover the estimated cost of the construction of said roads. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

-1-

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Gulf County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Gulf County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Gulf County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Gulf County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Gulf County Road Revenue Bonds shall become due and pay-

able, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

-2-

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

-3-

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

-4-

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided, for the full term of the lease, and all indebtedness, including interest, represented by said \$385,000.00 Florida State Improvement Commission Gulf County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these presents to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

**STATE ROAD DEPARTMENT OF THE
STATE OF FLORIDA**

By:.....
Chairman

**FLORIDA STATE IMPROVEMENT
COMMISSION**

By:.....
Chairman

Attest:

.....
Secretary

(Seal)

Attest:

.....
Secretary

(Seal)

AGREEMENT TO LEASE AND PURCHASE CERTAIN ROADS IN LAFAYETTE COUNTY

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the roads to be constructed by the Florida State Improvement Commission in LaFayette County, the same being those projects as set out in resolution of Board of LaFayette County Commissioners adopted November 15, 1947, and

WHEREAS, these roads, when constructed, will serve important needs of said County and will also serve as an important connection in the State Road System.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

-1-

It hereby approves the location and the proposed construction of said roads by the Florida State Improvement Commission, as shown on preliminary surveys, plans and maps prepared by the State Road Department.

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said roads in the words and figures as follows:

LEASE-PURCHASE AGREEMENT BETWEEN FLORIDA STATE IMPROVEMENT COMMISSION AND THE STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, COVERING ROADS IN LAFAYETTE COUNTY, FLORIDA

THIS AGREEMENT, Made and executed in duplicate this.....day of....., A. D..... by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department",

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Lafayette County more particularly hereinafter described, and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Lafayette.

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

Those roads in Lafayette County known as State Road 20 beginning at a point about 7 miles northwest of Mayo and run north along line between Ranges 10 and 11 for a distance of approximately 8.4 miles to intersect with State Road 250 about 1 mile west of the Dowling Park bridge; also beginning at a point on State Road 53 at Day and run east approximately 1.6 miles to intersect with Project 1; also beginning at junction of State Roads 20 and 53 at Buckville and run along State Road 53 south and east for a distance of approximately 7 miles to intersect State Road 20 about 3.5 miles northwest of Mayo; Also beginning at a point on State Road 20 about 1.5 miles northwest of Mayo and run west and north approximately 4.3 miles to intersect Project 3; also beginning at a point on State Road 20 about 2.75 miles east of Mayo and run north approximately 2.25 miles; also beginning at a point on State Road 20 about 3.75 miles east of Mayo and run north approximately 2.9 miles to the Suwannee River; also beginning at Midway and run northerly crossing State Road 20 about 4.75 miles east of Mayo, and continue north to the Suwannee River, a total distance of approximately 5.8 miles; also beginning at a point on Project 5-A about 1.5 miles north of State Road 20 and run east approximately 2.1 miles to intersect Project 5-C; also beginning at a point on State Road 349 about 4.3 miles south of State Road 20 and run East and south approximately 4.3 miles to intersect Project 6-B near Hatchbend; also beginning at Hatchbend and run west approximately 3 miles to intersect State Road 349; also beginning at a point on State Road 51 about 6 miles south of Mayo and run east approximately 3 miles; also be-

ginning at Cooks Hammock at State Road 51 and run southerly approximately 8 miles to the Dixie County line; also beginning at a point on State Road 51 about 1.5 miles north of the Dixie County line and run East approximately 0.4 miles to the Steinhatchee River,

said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$385,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 11 LAFAYETTE COUNTY ROAD REVENUE BONDS and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of State Road as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Lafayette County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Lafayette County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads

have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$385,000 is sufficient to cover the estimated cost of the construction of said roads. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

-1-

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Lafayette County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Lafayette County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Lafayette County, and it shall from time to

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time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Lafayette County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Lafayette County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

-2-

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

-3-

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

-4-

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided, for the full term of the lease, and all indebtedness, including interest, represented by said \$385,000.00 Florida State Improvement Commission Lafayette County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these present to be executed on its behalf in its corporate name by its Chairman and its Secretary,

and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

STATE ROAD DEPARTMENT OF THE
STATE OF FLORIDA

By:.....

Chairman

FLORIDA STATE IMPROVEMENT
COMMISSION

By:.....

Chairman

Attest:

Secretary

(Seal)

Attest:

Secretary

(Seal)

AGREEMENT TO LEASE AND PURCHASE ROAD 82 IN LEE COUNTY

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the road to be constructed by the Florida State Improvement Commission in Lee County, the same being that known and designated as: State Road No. 82, insofar as it extends in said County; and

WHEREAS, this road, when constructed, will serve important needs of said County and will also serve as an important connection in the State Road System,

NOW, THEREFORE, BE IT RESOLVED By the State Road Department of Florida that:

-1-

It hereby approves the location and the proposed construction of said road by the Florida State Improvement Commission, as shown on preliminary surveys, plans and maps prepared by the State Road Department.

-2-

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said road in the words and figures as follows:

LEASE-PURCHASE AGREEMENT BETWEEN FLORIDA STATE IMPROVEMENT COMMISSION AND THE STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, COVERING ROADS IN LEE COUNTY, FLORIDA

THIS AGREEMENT, Made and executed in

duplicate this.....day of....., A. D....., by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department",

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Lee County known as that portion of State Road No. 82 which lies within Lee County, and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Lee.

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:

That portion of State Road No. 82 which lies within Lee County,

said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$350,000.00 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 7 LEE COUNTY ROAD REVENUE BONDS and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of State Road as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Lee County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Lee County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$350,000 is sufficient to cover the estimated cost of the construction of said roads. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road

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Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

-1-

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Lee County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Lee County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Lee County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Lee County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Lee County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

-2-

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

-3-

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

-4-

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided, for the full term of the lease, and all indebtedness, including interest, represented by said \$350,000.00 Florida State Improvement Commission Lee County Road

Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these present to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

STATE ROAD DEPARTMENT OF THE
STATE OF FLORIDA

By:
Chairman

FLORIDA STATE IMPROVEMENT
COMMISSION

By:
Chairman

Attest:

Secretary

(Seal)
Attest:

Secretary

(Seal)

AGREEMENT TO LEASE AND PURCHASE ROAD 375 IN WAKULLA COUNTY

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, the State Road Department of Florida deems it expedient and to the best interest of the State to acquire under a lease-purchase agreement the road to be constructed by the Florida State Improvement Commission in Wakulla County, the same being that known and designated as: State Road No. 375 insofar as it extends in said County; and

WHEREAS, this road, when constructed, will serve important needs of said County and will also serve as an important connection in the State Road System,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that:

-1-

It hereby approves the location and the proposed construction of said road by the Florida State Improvement Commission, as shown on preliminary surveys, plans and maps prepared by the State Road Department.

-2-

It hereby authorizes and directs the Chairman and Secretary of this Department to forthwith execute for and on behalf of the State Road Department a lease-purchase agreement with the Florida State Improvement Commission covering said road in the words and figures as follows:

LEASE-PURCHASE AGREEMENT BETWEEN FLORIDA STATE IMPROVEMENT COMMISSION AND THE STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, COVERING ROADS IN WAKULLA COUNTY, FLORIDA

THIS AGREEMENT, Made and executed in duplicate this day of,

A. D., by and between the FLORIDA STATE IMPROVEMENT COMMISSION, hereinafter referred to as the "Lessor", and the STATE ROAD DEPARTMENT OF THE STATE OF FLORIDA, hereinafter referred to as the "Department",

WHEREAS, Pursuant to the Authority of Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, the Lessor is authorized to construct roads in Wakulla County more particularly hereinafter described, and the Department has agreed to construct the same for and on behalf of the Lessor, and

WHEREAS, Said roads will serve an important State and County need, and

WHEREAS, By authority of said Chapter 22821, Laws of Florida, Acts of 1945, and Chapter 420 of the Florida Statutes of 1941, and Chapter 23758, Laws of Florida, Acts of 1947, said Lessor is authorized to lease or sell said roads, and

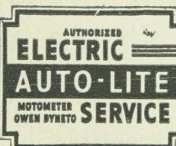
WHEREAS, It is deemed by the parties hereto that the lease-purchase of said roads as herein provided is highly advisable and for the best interest of the State of Florida and the County of Wakulla.

NOW, THEREFORE, WITNESSETH: That for and in consideration of the sum of One (\$1.00) Dollar this day paid by each party hereto to the other, the receipt whereof is hereby acknowledged, and in further consideration of the mutual and dependent covenants of the parties hereto and other good and valuable considerations as hereinafter set forth, the said Lessor does by these presents lease to the said Department, its successors and assigns:


That certain road in Wakulla County known as State Road No. 375 beginning at Soppchoppy and run northwesterly approximately 10.5 miles to Project 2; also beginning at end of Project 1 and run northerly via Smith Creek approximately 16 miles to the Leon County Line,

said lease to take effect from the date of the completion of the construction of said roads and to extend for a period of twenty-five (25) years or until all of said bonds hereinafter described, or any refunding issues thereof, have been paid in full.

The said Lessor further agrees that it will, at the earliest possible date, after having complied with all legal requirements, offer for sale and sell to the highest and best bidder \$350,000 FLORIDA STATE IMPROVEMENT COMMISSION SERIES 9 WAKULLA COUNTY ROAD REVENUE BONDS and that, immediately upon receipt of the funds from the successful purchaser and after payment of all necessary expenses in connection with the preparation, issuance and sale of the bonds, including the fee of its fiscal agent, it will turn over the remainder of all monies received to the Department, said funds to be used by said Department exclusively in the construction of said roads.



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tion of State Road as hereinbefore described, and for the purpose of paying principal and/or interest charges on said bonds accruing prior to the date of completion of said roads.

The Department, on its part, agrees to accept said funds from the Lessor and to immediately proceed with the construction of said State Road together with necessary bridges, in accordance with its standard state road specifications, and guarantees to complete said roads as quickly as is reasonably possible. The Department further agrees that in the event any principal and/or interest of any Florida State Improvement Commission Wakulla County Road Revenue Bonds shall become due and payable prior to the completion of said roads, the Department will pay such principal and/or interest out of these funds or from the proceeds of the 80% surplus gasoline tax accruing to Wakulla County, to the State Board of Administration, not less than twenty (20) days prior to the dates upon which principal and/or interest shall become due and payable.

The Department further declares that the necessary surveys for the construction of the roads have been made by said Road Department and that the amount to be derived from the sale of the revenue bonds in the sum of \$350,000 is sufficient to cover the estimated cost of the construction of said roads. In the event that there is a deficiency between the amount of funds available from the revenue bonds and the amount necessary to complete the project, the State Road Department agrees that it will pay from its own funds any such deficiency, and that the roads will be completed in accordance with the standard plans and specifications of the Department.

In consideration of this lease, the Department does hereby promise and agree to and with said Lessor as follows:

-1-

The Department will pay as rentals on said lease, not less than twenty (20) days prior to the dates on which any of the principal and/or interest of Florida State Improvement Commission Wakulla County Road Revenue Bonds shall become due and payable, such sum or sums of money as shall be equal and sufficient to pay the said principal and interest upon said bonds as they severally become due, so long as any of such bonds or interest thereon (or refunding issues thereof) shall be outstanding and unpaid. Such rentals agreed to be paid by the Department shall be paid by the Department from Wakulla County surplus gasoline tax funds as and when such surplus gasoline tax funds accrue, pursuant to the authority of Chapter 20555, Laws of Florida, Acts of 1941, and Section 16(c) Article IX of the State Constitution. Said rentals shall be paid by the Department directly to the State Board of Administration for administration and disposition in accordance with the provisions of Chapter 21853, Laws of Florida, Acts of 1943. The Department agrees that its covenants herein to pay said rentals shall be construed as a first charge or prior commitment or lien upon and against said surplus gasoline tax funds which shall have priority over all other or subsequent charges, claims or commitments upon or against said funds.

In addition to the payments outlined hereinabove, the Department will, upon completion of the construction of said roads, pay to the State Board of Administration any funds which it may have on hand, either in the construction fund or in the 80% surplus gasoline tax funds credited to Wakulla County, and it shall from time to time pay to the State Board of Administration any and all funds which it may receive from surplus gasoline tax funds to be credited to Wakulla County. These payments shall be made to the State Board of Administration as soon as received, and the payments shall continue until there shall be in the hands of the State Board of Administration a sum of money equal to the total amount of the principal and interest which shall fall due in the current fiscal year plus the total amount of the principal and interest which shall fall due in the two ensuing years, and after such an amount has been paid to the State Board of Administration the Department will thereafter pay as rentals on said lease, not less

than twenty (20) days prior to the dates on which any of the principal and/or interest on Florida State Improvement Commission Wakulla County Road Revenue Bonds shall become due and payable, such monies required to pay such principal and/or interest, and will at the same time these payments are made pay any additional amount which may be necessary, so that there will be at all times in the hands of the State Board of Administration sufficient funds to pay current principal and interest plus a sum equal to the total bond principal and interest requirements for the two ensuing years.

-2-

It is mutually agreed that said rentals covenanted to be paid and the other considerations agreed to be performed by the Department represent the fair rental and market value of said roads.

-3-

The Department will, solely at its expense out of state road funds, at all times during the continuance of this agreement maintain said roads in good repair and in sound operating condition and will make all necessary repairs, renewals, reconstruction and replacements.

-4-

When the Department shall have performed all the covenants hereunder and shall have paid the rental herein provided for, for the full term of the lease, and all indebtedness, including interest, represented by said \$350,000.00 Florida State Improvement Commission Wakulla County Road Revenue Bonds has been paid and satisfied, then the title and absolute ownership to all the property included in the lease shall thereupon immediately be vested in the State of Florida in fee simple; and the Lessor covenants and agrees to, and will thereupon deliver to, the Department such deeds and conveyances as may be necessary or convenient to vest full title and ownership of all said property in the State of Florida.

IN WITNESS WHEREOF, the Lessor has caused these presents to be executed on its behalf in its corporate name by its Chairman and its Secretary, and its corporate seal to be hereunto affixed and duly attested, and the Department has caused these presents to be executed on its behalf in its corporate name by its Chairman, and its corporate seal to be hereunto affixed and attested by its Secretary, all as of the day and year first above written.

STATE ROAD DEPARTMENT OF THE
STATE OF FLORIDA

By:
Chairman
FLORIDA STATE IMPROVEMENT
COMMISSION
By:
Chairman

Attest:
Secretary

(Seal)
Attest:
Secretary
(Seal)

STATE TO CONSTRUCT ROAD 136 IN SUWANNEE COUNTY USING COUNTY FUNDS

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, Suwannee County has requested the State Road Department to construct a county road project described as follows:

That portion of Section 3775, State Road No. 136, extending from Live Oak east to Columbia County line on the White Springs Road,

which the Department is willing to construct subject to the conditions hereinafter set forth;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it will construct said county road project using County Funds, provided the County agrees to acquire in its name and at its expense the necessary rights of way, borrow pits and ditches for said portion of said Section and the Chairman and Secretary of the Department are authorized to execute on behalf of the Department an appropriate agreement with said County to effectuate the conditions stipulated in this resolution.

STATE TO CONSTRUCT ROAD 250 IN SUWANNEE COUNTY USING COUNTY FUNDS

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, Suwannee County has requested the State Road Department to construct a county road project described as follows:

That portion of Section 3775, State Road No. 250, extending from Dowling Park to junction with State Road No. 51,

which the Department is willing to construct subject to the conditions hereinafter set forth;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it will construct said county road project using County Funds, provided the county agrees to acquire in its name and at its expense the necessary rights of way, borrow pits and ditches for said portion of said Section and the Chairman and the Secretary of the Department are authorized to execute on behalf of the Department an appropriate agreement with said County to effectuate the conditions stipulated in this resolution.

STATE TO CONSTRUCT COUNTY ROAD IN SANTA ROSA COUNTY USING COUNTY FUNDS

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, Santa Rosa County has requested the State Road Department to construct a county road project described as follows:

That portion of Section 5813, County Road No. 57-3 extending from Brown's Fish Camp to State Road No. 10 in Milton,

which the Department is willing to construct subject to the conditions hereinafter set forth;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that it will construct said county road project using County Funds, provided the county agrees to maintain and repair at the county's expense said project after its construction by the Department, and the Chairman and the Secretary of the Department are authorized to execute on behalf of the Department an appropriate agreement with said county

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to effectuate the conditions stipulated in this resolution.

OVERSEAS ROAD AND TOLL BRIDGE DISTRICT BUDGET

Messrs. B. M. Duncan and Edwin Trever, presented to the Board the proposed budget for Operation, Maintenance and Repairs for the Fiscal Year 1948 (April 1, 1948 to March 31, 1949) of the Overseas Road and Toll Bridge District and requested the approval of the State Road Department. This was accepted for study.

ROAD PROGRAM IN COLUMBIA COUNTY—TO BE FINANCED THROUGH FLORIDA STATE IMPROVEMENT COMMISSION

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to (1) assist the Board of County Commissioners of Columbia County in making up its program of roads desired to be constructed by the State Road Department, financed through bonds issued by the Florida State Improvement Commission in an amount not to exceed \$600,000, which has been approved by the State Board of Administration as the maximum for retirement by Columbia County's 80% Gas Tax Fund; to (2) approve said program on behalf of the Department, and to (3) arrange all necessary details of constructing and financing same with the State Improvement Commission.

ROAD PROGRAM IN MADISON COUNTY—TO BE FINANCED THROUGH FLORIDA STATE IMPROVEMENT COMMISSION

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to (1) assist the Board of County Commissioners of Madison County in revising its program of roads desired to be constructed by the State Road Department, financed through bonds issued by the Florida State Improvement Commission, in an amount not to exceed \$550,000, which has been approved by the State Board of Administration as the maximum for retirement by Madison County's 80% Gas Tax Fund; to (2) approve said program on behalf of the Department, and to (3) arrange all necessary details of constructing and financing same with the State Improvement Commission.

BE IT FURTHER RESOLVED that the resolution of this Department dated October 21, 1946, approving a like program in Madison County calling for a larger amount, be and it is hereby rescinded.

ADVANCE OF STATE ROAD FUNDS TO DUVAL COUNTY FOR R/W ROAD A1A

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that because of the financial inability of Duval County to provide the necessary funds to acquire the right of way for Section 7210, Job 107, State Road A1A (Atlantic Boulevard) from Barbara Street to the intersection with State Road 212 (Beach Boulevard) it is deemed to be in the best interest of the state to advance state road funds for such purpose, as follows:

\$85,000.00 to be repaid from 80% Surplus Gasoline Taxes accruing to the credit of Duval County.

BE IT FURTHER RESOLVED that, upon receipt of proper authorizing resolution from the Board of County Commissioners of Duval County, the Chairman and Secretary of the Department execute on behalf of the Department an agreement with the County carrying into effect the provisions of this resolution for the advance of said funds to the County.

ADVANCE OF STATE ROAD FUNDS TO DUVAL COUNTY FOR R/W STATE ROAD 5

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that because of the financial inability of Duval County to provide the necessary funds to

acquire the right of way for Section 7207, Job 207, State Road 5 (Phillips Highway) it is deemed to be in the best interest of the state to advance state road funds for such purpose, as follows:

\$110,000.00 (\$60,000.00 of which has heretofore been advanced under resolution adopted January 13, 1947) with the Public Roads Administration reimbursing the Department in the amount of \$21,502.87.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department execute on behalf of the Department an Agreement with the County carrying into effect the provisions of this resolution for the advance of said funds to the County.

ADVANCE OF STATE ROAD FUNDS TO DADE COUNTY FOR R/W ON ROAD 9

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that because of the financial inability of Dade County to provide the necessary funds to acquire the right of way for Section 8724, Job 202, State Road 9 (old No. 370), 27th Avenue in Miami, it is deemed to be in the best interest of the state to advance state road funds for such purpose, as follows:

\$111,000.00 (\$60,000.00 of which has heretofore been advanced under resolution adopted Nov. 25, 1946)

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department execute on behalf of the Department an agreement with the county carrying into effect the provisions of this resolution for the advance of said funds to the County.

ADVANCE OF STATE FUNDS TO CITY OF PINELLAS COUNTY FOR R/W ROAD 55

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

BE IT RESOLVED by the State Road Department that because of the financial inability of Pinellas County to provide the necessary funds to acquire the right of way for Section 1515 of State Road 55, the Gulf Coast Highway, across Pinellas County, it is deemed to be in the best interest of the state to advance state road funds for such purpose, as follows: \$175,000.00.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department execute on behalf of the Department an agreement with the County carrying into effect the provisions of this resolution for the advance of said funds to the County.

ADVANCE OF STATE ROAD FUNDS TO TAMPA FOR R/W STATE ROAD 600

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED that the resolution of the City of Tampa, dated the 6th day of January, 1948, requesting an advance of \$165,700.48 for the acquisition of right of way for State Road 600, Section 1003, in the City of Tampa, to be repaid in two equal annual instalments on or before April 1, 1949 and April 1, 1950, from city ad valorem taxes, be and the same is hereby approved; and

BE IT FURTHER RESOLVED, that the Chairman and the Secretary are hereby authorized to execute for and on behalf of the Department all instruments and agreements necessary to effectuate this advance and to secure its repayment as aforesaid.

APPLICATIONS FROM I. I. BOARD FOR RELINQUISHMENT OF R/W RESERVATION IN CERTAIN MURPHY ACT DEEDS TO SRD

The Board gave consideration to the list of applications received from the Trustees of the Internal Improvement Fund for release of right of way reservation in Murphy Act deeds and parts thereof, including the recommendation of the State Highway Engineer in each instance.

WHEREUPON, on motion of Mr. Campbell, seconded by Mr. Guernsey, action was taken on the Engineer's recommendations, as indicated below: Alachua County, Deed No. 403, 830 & 840—Release all of reservation—approved.

Alachua County, Deed No. 1486—Release all of reservation except any portion within 50 ft. center Rd. 20—approved.

Brevard County, Deed No. 455 & 922—Release no part of reservation—approved.

Broward County, Deed No. 2301—Release all of reservation except any part within 40 feet of center Rd. 811—approved.

Hillsborough County, Deed No. 443, 1053—Release all of reservation—approved.

Osceola County, Deed No. 271—Release all of reservation except W. 24.7 ft. of Lot 4, Block U Harwell's Subdivision—approved.

Palm Beach County, Deed No. 677—Release all except E 5 ft. of Lots 29, 30 & 31, Block 84 Town of Lake Worth—approved.

Palm Beach County, Deed No. 2321—Release all except West 25 feet of Lots 68 and 69 of Lakeside Gardens—approved.

Pinellas County, Deed No. 1779, 1961 & 4109—Release all of reservation—approved.

Pinellas County, Deed No. 2891 & 3525—Release no part of reservation—approved.

Dade County, Deed No. 03. Chap. 21684—Release all of reservation—approved.

BAILEY AGREEMENT RE R/W ROAD 824 IN BROWARD COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that the Chairman is hereby authorized to execute in behalf of this Department the agreement bearing date of January 17, 1948, with R. R. Bailey and his wife, Beatrice Bailey, covering certain land for right of way for State Road 824 in Broward County, in which the owners agree to convey said land to the Department in consideration of the Department's promise to remove a certain building on said right of way, now used as a bridge tender's house, when a new bridge is constructed at this point.

CONFIRMATION OF CHAIRMAN'S EXECUTION OF QUIT CLAIM DEED TO J. M. FLEMING EXCESS R/W ROAD 30

On motion of Mr. Campbell, seconded by Mr. Carleton, the Board confirmed the action of the

BRANCH OFFICES TAMPA, FT. MYERS, WEST PALM BEACH

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Chairman in executing for the Department a quit claim deed dated Jan. 12, 1948, to J. M. Fleming, of Escambia County, for certain excess right of way acquired for State Road 30, Section 4800, in said county.

ADVANCE OF STATE FUNDS FOR ANDREWS AVENUE BRIDGE

The Chairman brought to the attention of the Board the matter of an apparent deficiency of approximately \$100,000.00 in the funds available from the bond issue and the contribution from the City of Fort Lauderdale for the construction of the Andrews Avenue Bridge, according to the Department's estimate of costs.

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted: **BE IT RESOLVED** that, whereas it is apparent that there is a deficiency in the funds provided for Andrews Avenue Bridge at Fort Lauderdale, and it is deemed to be to the best interest of the State that State funds be advanced to supplement the funds provided, the Chairman of this Department is hereby authorized to make available from State funds an amount sufficient to make up such deficiency and to proceed with the prompt construction of the said bridge.

MATTER OF DAVIS CAUSEWAY R/W FOR OIL AND GAS LEASE

Mr. J. Thomas Guernsey, Attorney for the Coastal Petroleum Corporation, appeared to request further consideration of the application for a lease of a part of the Right of way of Davis Causeway for oil and gas exploration. He explained that under modern methods of drilling there is no waste of oil and there would be no refuse or anything unsightly; there would be no pollution of the waters of the bay, and the highway would not be used to dispose of any oil found. He said that a small island would be pumped up in the Bay, at the site selected, at about 660 feet north of the causeway, in about 3 feet of water, which would become the property of the State, and which, if no oil were found, would be left in clean condition. He explained further, that if given this lease they would first drill a well on land which the corporation already has under lease in this area, within 10 miles of the causeway; and if oil were brought in in commercial quantities from the first well drilled they would, under the proposed lease, exercise the right to drill on the right of way of Davis Causeway at the site agreed upon, within two and one-half years. That if no oil were found in the test well proposed above, they would not be interested in drilling another in the vicinity and would immediately release the area to the State Road Department.

On motion of Mr. Campbell, seconded by Mr. Guernsey, the Board agreed to advertise for bids for a lease to drill for oil and gas on the right of way of Davis Causeway, Provided no well shall be drilled at a point nearer than 660 feet from the actual causeway, and that no drilling whatever shall be done within the limits of said right of way until oil shall be produced in commercial quantities from a well located within 10 miles of the boundaries of said causeway; and Provided Further, that no well shall be commenced within said right of way until the consent of the governing author-

ity of all municipalities within 3 miles of said causeway shall have been obtained, as provided by law.

AUTHORITY FOR EXECUTION OF QUIT-CLAIM DEED TO OLD BORROW PIT SECTION 7906—ROAD 600 IN VOLUSIA COUNTY

On motion of Mr. Carleton, seconded by Mr. Campbell, the Chairman was given authority to execute a quitclaim deed to L. M. Brundage of Volusia County, covering certain lots in Daytona Highlands which were obtained for borrow pit purposes in the construction of Section 7906, State Road 600, in Volusia County, and now declared surplus by the Engineer.

APPOINTMENT OF WILLIAM A. O'BRYAN AS RESIDENT ATTORNEY

Chairman Bayless called to the attention of the Board the resignation of R. W. Ervin, Jr. as Resident Attorney for the Department, effective January 1, 1948, and presented William A. O'Bryan of Tallahassee whom he had appointed to fill the vacancy left by Mr. Ervin's resignation. Mr. O'Bryan was recognized by the Members.

RESOLUTION ON RESIGNATION OF R. W. (DICK) ERVIN, JR.

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted: **BE IT RESOLVED** by the Members of this Board that it is with deep regret that this Department receives the resignation of Richard W. (Dick) Ervin, Jr. as its Resident Attorney; that the sincere gratitude of the Board is hereby expressed for the long and valuable service rendered by Mr. Ervin to this and former Boards and to the many employees of the Department; and that our heartiest commendations and good wishes go with him for the fulfillment of his ambitions and the success of all his undertakings in the future.

RESOLUTION ON DEATH OF JUDGE JAS. W. PERKINS OF DeLAND, FORMER CHAIRMAN OF THE STATE ROAD DEPARTMENT

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted: **BE IT RESOLVED** that it is with regret that the Members of this Board learn of the passing of Judge Jas. W. Perkins of DeLand, former Member and Chairman of the State Road Department; that his long and distinguished service to his state and to his local community is recognized and his memory honored; and that in his death the State of Florida, the County of Volusia and the City of DeLand have suffered the loss of a loyal and patriotic citizen and a true friend.

BE IT FURTHER RESOLVED that our sincere sympathy is expressed to his widow, his true and faithful companion throughout a long and happy life, and that a copy of this resolution be forwarded to Mrs. Perkins at DeLand.

REQUEST FOR ADVANCE OF FUNDS FOR R/W ROAD 500 ORANGE COUNTY REJECTED

The Board considered the request of the Board of Commissioners of Orange County for advance of funds for right of way on Section 7502, Road 500 in said County and rejected same because they felt that the circumstances did not justify such advance at this time.

DELEGATIONS AND REQUESTS

Alachua County

Senator W. A. Shands, Hart R. Stringfellow, Chairman of the Board of County Commissioners, Commissioner Will J. Whitehurst, Jess Davis, President of the Gainesville Chamber of Commerce, Fred M. Cone, City Commissioner, M. M. Parrish of the Chamber of Commerce, Dewitt T. Hague and Lindley Celson made up the delegation from Alachua County.

Mr. Stringfellow thanked the Department for the fine work being done in his county and extended an invitation for the Board to meet in Gainesville in March or at any time thereafter. He requested a survey on Road 331 from Gainesville to Williston, and 335 to Lebanon Station, and spoke of Levy County's interest in this latter project. He said that the survey has been made and all right of way secured on Road 235 between Alachua and Newberry, and asked the Department to begin work on this road.

Senator Shands spoke in behalf of Road 235, stating it is a farm to market road serving schools and a large local population, and urged its construction. He also asked the Department to do all possible on Road 331, and on Road 26 west of Gainesville.

Baker County

Representative B. R. Burnsed, County Attorney for Baker County, requested the Department to construct Road 229 from Sanderson to the Union County line, and to do something on the roads leading south from the Valdosta-Jacksonville Highway. He requested the Department to do all possible to expedite the handling of Baker County's application for the construction of certain roads to be financed through the State Improvement Commission.

Bay County

Mr. John Rainey, Manager of the Panama City Chamber of Commerce, represented the Bay County Commissioners and filed their requests, as follows:

- (1) Widening and resurfacing of U. S. 98 from present bridge across Watson Bayou into Tyndall Field.
- (2) A cut-off to Tallahassee "by extension of 155 from U. S. 231" to the tramroad to connect with paved road at Kinard.
- (3) A back road from Phillips Inlet to State Park plus connecting link along present road to U. S. 98 along Naval Base line.
- (4) Eleventh Street from U. S. 98 to State Road 77.

A letter from the Chairman of Board of County Commissioners asked that this program be followed in use of the County's 80% gas tax fund, in priority as given.

Mr. Rainey urged immediate consideration of Project No. 1, with the others classed as longer term projects.

Bee Line Highway Assn.

The Bee Line Highway Association was represented by Mr. Lake Lytal of West Palm Beach, President, who is also a member of the Board of County Commissioners of Palm Beach County, and Mr. M. W. Woolsey of Lakeland. They filed a resolution adopted by the Association requesting a survey of the Bee Line Route and the construction of two 12-mile sections, one from Road 62 in Hardee County to Sebring, and the other from Indiantown to an intersection with Road 7. The resolution further requested the Department to plan for this highway a type of construction and location of a basic super highway, equal to or better than that for Road 25, its main connection.

Brevard County

Senator L. F. Boyle spoke in behalf of Road 3 from Georgiana to Mather's Bridge, and requested work on the causeway and relief bridges at Eau Gallie.

Broward County

County Commissioner Tony Salvino was accompanied by Luther Sparkman, City Manager, and W. P. Brock, City Councilman, of Dania, in appearing in behalf of Broward County.

Mr. Salvino presented a resolution from the Board of County Commissioners, asking the Department to widen and improve Road 5 from Dania cut-off canal southward to the south city limits of Hollywood, including the widening of the bridge over the Dania cut-off canal.

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The Board agreed to have the Engineers make a special study of this request.

Charlotte County

County Attorney Earl D. Farr of Charlotte County told the Board that his county's request was for maintenance of Road 776, about 6 miles in Charlotte County, reminding that this was their first request in several years.

Clay County

Representative J. Slater Smith and County Commissioners N. B. Hickerson, Lester Murray and Chairman D. E. Pangborn were present from Clay County.

Mr. Smith stated they had no work done by the Road Department last year and they wished to be sure that Doctor's Inlet Bridge and the Clayhill-Middleburg road were included in the 1948 Budget. He asked that some improvements be made on the streets through Green Cove Springs.

Mr. Pangborn asked for the construction of the road between McRae and Grandin when it could be reached.

Cross-State Highway Association

A. C. Slaughter, Secretary-Manager of the Greater Orlando Chamber of Commerce, presented statistical data in connection with the Cross State Highway.

Former State Senator L. D. Edge of Groveland, Lake County, President of the Cross State Highway Association, requested that a survey be made of part of this highway this year, and was advised that progress would be made on the survey during 1948.

Dade County

The Dade County delegation included County Commissioner Hugh Peters, County Engineer Earl M. Rader, Earl Reeder, Miami City Traffic Engineer, Morris Lipp, Engineer for Miami Beach, and John Montgomery of the Miami Beach Chamber of Commerce.

Mr. Peters referred to a resolution which had been filed by the County Commissioners pledging their efforts to obtain the right of way for Road 9 by July 1, 1948, and requesting the Department to retain this construction item in its 1948 Budget.

Mr. Peters promised to get the necessary fill material for Baker's Haulover on Road A1A.

Speaking with reference to Road 7, which the Department is maintaining along 7th Avenue, he stated that the right of way between 79th and 119th Streets is not wide enough for improvements, but that the business concerns along this street have given assurance that they will secure a 100-foot right of way by July of this year.

Messrs. Montgomery, Lipp and Reeder expressed their concern about the traffic situation between Miami and Miami Beach. They requested improved facilities and offered local cooperation. Mr. Lipp presented a mass of statistical data pertaining to the need for reconstruction and raising of the east viaduct of McArthur Causeway and requested the Board to study it. A resolution from the County Commissioners requested a study of the viaducts and the drawbridge of the causeway, and appropriations for such improvements as may be found to be necessary.

On motion of Mr. Fultz, seconded by Mr. Guernsey, the Road Board agreed to initiate a thorough study of the traffic requirements between Miami and Miami Beach, including a complete survey to be made by the Chief Engineer, the Bridge Engineer, and the Division Engineer of Research and Records.

Duval County

The Duval County delegation included A. N. Sollee, County Engineer, Joe F. Hammond, Tom Marshall and Howard Belote, County Commissioners, T. C. Imeson, City of Jacksonville Commissioner of Highways, W. E. Sheddin, City Engineer, and Ralph Walters, Walter Pilcher and Gerald Hart, City Councilmen.

Mr. Belote presented a request for an advance of State funds in the sum of \$85,000 for right of way for Road A1A, to be repaid from the County's 80% surplus gas tax funds, and was advised that the Board had already granted this advance, to be made upon receipt of proper resolution from the County Commissioners.

Mr. Belote filed a resolution requesting advance of funds from the 80% Surplus gas tax

fund for the reconstruction of certain storm-damaged roads in Duval County, which roads were indicated on a map and described on a list attached to the resolution, showing an estimated total cost of \$606,362.00 for said requested construction, and on motion of Mr. Guernsey, seconded by Mr. Fultz, the Board agreed to have the Engineer make a check of this list and report to the Board to see if the Department could be of any help.

Mr. Belote requested a survey of the Lem Turner Road.

Mr. Hammond filed a letter from the Town Council of Baldwin asking for curb and gutter job on U. S. Highway 90 and State Road 200 through Baldwin.

Mr. Imeson asked the Department to take over and improve connecting links through Jacksonville, reporting same to be in very bad condition. He filed a letter setting out these sections in detail, and another asking for the construction of certain approaches and access roads to the proposed superhighway through Jacksonville.

Flagler County

County Commissioner George E. Wickline spoke in behalf of Road A1A and urged the Department to do something this year to improve this road in Flagler and St. Johns Counties. The Board received numerous telegrams and letters from organizations and individuals asking for the resurfacing of Road A1A from Anastasia Island to the Volusia County line to be included in the 1948 Budget.

Glades County

Representative Joe Peoples and Messrs. Carr Settle and Mack Greene of Moore Haven were present from Glades County.

Mr. Peoples thanked the Board for what the Department has done and spoke in behalf of a project improving .6 of a mile on a city street in Moore Haven. He filed a resolution from the Board of County Commissioners asking the Department to use enough of the anticipated Gas Tax funds of Glades County for the Construction of the city street project in 1948.

Hamilton County

Senator G. Warren Sanchez, Representative J. W. McAlpin, Chairman J. V. McCall of the Hamilton Board of County Commissioners, and J. H. Dowling, Engineer, represented Hamilton County.

Senator Sanchez requested the road from Blue Springs 15 miles in a northeast direction to Jennings, stating that Georgia has agreed to complete this same highway to Statenville if Florida would build its end. He asked for the road to be paved but if it were only graded this year that would be a great help. Mr. Dowling advised the Board that the road in question runs over high land, where no long fills or bridges are needed. Mr. Guernsey promised the Department would give careful study to this project.

Senator Sanchez said that Hamilton County would be cared for if it could get this road and its farm to market roads.

Hernando County

Representative Kent Williams, Commissioners John Ayers and Ed Bloom, and Edward Hofmer, J. T. Daniels, James Whitehurst, Onan Whitehurst and Chase Ashbrook were present from Hernando County.

Mr. James Whitehurst presented a resolution of the Board of County Commissioners asking that Roads 41 and 50, formerly designated as No. 1 priority in the County's Federal Aid farm to market roads, be changed to No. 2 priority, and that Road 485, from Brooksville northwest to intersection with Road 55, be designated as their No. 1 Priority for the expenditure of the \$150,000 previously allocated to Roads 41 and 50. Mr. Whitehurst requested the Board's approval

and acceptance of this change, and on motion of Mr. Campbell, seconded by Mr. Fultz, the Board agreed to the request.

A telegram received from Alfred A. McKethan of Brooksville urged the immediate survey and early construction of Road 50, the Central Florida Cross State Highway.

Highlands County

Chairman N. B. Jackson and J. H. Hood, A. C. McAuley and Zol McClelland, County Commissioners, and Mayor O. C. Wilkes of Avon Park were present from Highlands County.

Mr. Hood thanked the Board for the progress made in their county and filed a resolution of the Board of County Commissioners listing the following requests:

- (1) Appropriate enough from State funds, together with Federal Aid to grade and pave Road 25 from Sebring to Avon Park. All R/W has been secured.
- (2) Advertise and let to contract at the earliest possible moment Road 66 as agreed between the State Road Dept. and the State Improvement Commission, and to extend this road from old Road 8 in DeSoto City to connect with Road 25, a distance of about one-half mile.
- (3) Continue with plans and appropriation to grade and hardsurface farm to market Road No. 621, from Lake Placid Easterly to South end of Lake Istokpoga.
- (4) Reconstruct Road 64 from point in Hardee County to Avon Park.
- (5) Grade and hardsurface the connecting road from Venus to Road 25, about 1 mi.
- (6) Take over for maintenance the road from Road 25 in Sebring to Highlands Hammock State Park, Road 634.
- (7) Maintenance of bridges on Road 731 over Fisheating Creek.

Hillsborough County

The Hillsborough County delegation included Chairman Fred W. Ball and Commissioner Earl E. Simmons, Engineer Ed. W. Carroll of the County, and Wm. Earl Thompson, Attorney, and R. K. Van Camp, Engineer, of the City of Tampa.

Mr. Ball referred to their requests presented to the Board in September and again asked for consideration of this program.

Mr. Carroll reported 87% of the right of way for Road 600 secured by deed or agreements, but they would experience difficulty in obtaining the remaining 13% due to the prevalent doubt that the road would be built. Mr. Campbell advised him that \$100,000 had been set up in the 1948 budget for construction of this road, whereupon Mr. Thompson assured the Board they would proceed with condemnation to acquire the balance of the right of way as rapidly as possible.

Indian River County

Senator Evans Cray, Representative Alex MacWilliam, and Harry Damerow, City Engineer of

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Vero Beach, were present from Indian River County, in behalf of the bridge at Vero Beach. Senator Crary urged the Board to include something for this bridge in the 1948 budget and filed resolutions from the County Commissioners and the City of Vero Beach making the same request, setting out the dangerous condition of the old bridge, the fact that all right of way for the new approaches had been acquired and transferred to the State, and stating the needs for the new bridge.

Lake County

The Lake County delegation included: Senator Harry P. Johnson, Rep. Tim M. Sellar, Rep. H. H. Hethcox, County Commissioners H. H. Lightfoot and H. S. Stokes, and County Attorney J. W. Hunter; Karl Lehman, Secretary of the Lake County Chamber of Commerce, and D. R. Igou, Chairman of the Highway Committee of the County Chamber of Commerce, L. D. Edge of Groveland, President of the Cross State Highway Association; Sid Kilgore and C. L. Starnes, Secretary of the Chamber of Commerce, from Leesburg; J. E. Baker, P. W. Bryan and E. L. Atkinson of Umatilla; Mayor L. C. Vogt, Harley Morse, Ray Sample and Paul C. Brown of Eustis; H. C. Brown, Al L. Cole and Fred Wolfe of Clermont.

Mr. Hunter made the following requests:

- (1) F. A. Route 19, State Road 25, from Leesburg south to point near Shepherd's Lake.
 - (2) Old Road 261 which gives a short cut from that section toward Jacksonville.
 - (3) To rebuild State Road 19 from Clermont to Astor, using the Second Gas Tax funds.
- Senator Johnson spoke in behalf of Route 19, State Road 25, from Minneola to Leesburg, emphasizing its importance to the entire state, and asking that it be graded this year. He also spoke of their interest in Road 44 from Leesburg to Wildwood.

Mr. Kilgore filed resolutions requesting State Road 25 from Minneola to Leesburg as adopted by the following: Board of County Commissioners of Lake County, Leesburg Rotary Club, Leesburg Junior Chamber of Commerce, Leesburg City Commission, Leesburg Chamber of Commerce, Lake County Chamber of Commerce, Clermont City Council, Clermont Chamber of Commerce, Clermont Kiwanis Club, and Clermont Junior Chamber of Commerce.

A resolution from the Roads Committee of the Lake County Chamber of Commerce endorsed the construction of old Road 261, now No. 19, known as the National Forest Road.

A resolution adopted August 6, 1947 by the Board of County Commissioners set out their priority list of Secondary roads in Lake County.

Lee County

The entire Board of County Commissioners of Lee County, Chairman Harry M. Stringfellow and Members Alvin Gorton, W. A. Gibson, H. Edmond Keen and R. Bruce Starter, were present.

Mr. Stringfellow made the following request:

- (1) McGregor Boulevard improvement project.
- (2) A cut-off from McGregor Blvd. to the Tamiami Trail.
- (3) Project from City limits of Fort Myers east. He asked for Road 78 and was advised of its being in the budget, and he requested completion of one-half mile at the convict camp on this road.

Levy County

The delegation from Levy County included Senator G. C. Perdue, Rep. D. P. McKinsey, and

Commissioners J. G. Newsom and J. E. Hogan; Mayor Gene Bailey and the following citizens of Williston: Fred H. Dreher, V. E. Whitehurst, W. J. Whitehurst, Jr., F. L. LeSueur, L. R. Wise, G. W. Baker, J. M. English, W. R. Fugate and W. H. Harris.

Mr. LeSueur filed letters from the Board of County Commissioners, the City of Williston, and the Boosters Club and Lions Club of Williston, inviting the Road Board to hold its April meeting in Williston.

Mr. LeSueur also filed a petition bearing more than 200 names of persons using the area affected by the section of Road 318 between Williston in Levy County and its intersection with U. S. 441 at or about People's City in Marion County, and urging its resurfacing and maintenance, and Mr. LeSueur asked also for Road 235 leading south from Alachua toward Williston.

Mr. Hogan asked consideration of Road 49 between Trenton and Chiefland.

Manatee County

Senator W. J. Ray, Chairman, W. A. Gillett of the Board of County Commissioners, J. Ben Fuqua, County Attorney, W. A. Manning, J. P. Harlee, Sr., W. U. Lathrop and Harry Land were present from Manatee County.

Mr. Fuqua filed a letter from the Board of County Commissioners listing the following requests:

- (1) Reconstruct and widen Road 684 from the Tamiami Trail to Cortez, and straighten and reconstruct the road from Bradenton Beach to Anna Maria dock.
 - (2) Take over for maintenance continuation of Cortez Road from the Tamiami Trail east to the Range Line Road.
 - (3) Take over for maintenance and resurface 300 feet of road from Sarasota County line to Arcadia-Bradenton road at Verna.
- Mr. Harlee thanked the Board for what has been done and asked consideration of these requests. He was advised that the Anna Maria Road is in the Budget.

Martin County

Senator Evans Crary and Messrs. Bert Krueger, Zack Moseley, Arthur M. Dehon and Truman Lifsey were present from Martin County in interest of the proposed bridge project from Stuart to the ocean and the new draw span in the Jensen Bridge.

Senator Crary filed a proposed agreement between the Road Department and the Board of County Commissioners of Martin County in which the Department would agree to pay as rentals from state road funds any deficiency which may occur from toll revenues to meet the full amount of rentals agreed to pay in the Lease-Purchase agreement covering principal and interest on the bonds to be issued by the Florida State Improvement Commission for the construction of these bridge projects; the County pledging its 80% surplus gasoline tax funds and gas funds which may accrue under the provisions of HJR 1269 of 1947 if ratified at the next general election, 1948, to the repayment of any amount so advanced by the Department, and he urged the Board to enter into this agreement.

Senator Crary said that the gasoline money would not be sufficient unless the constitutional amendment passed, giving another cent of the tax to the counties; however, in event the amendment should not pass, Martin County would be agreeable to this being set up in the budget as part of the county's share of the first gas tax. Upon being questioned about the effect these pro-

posed bridges would have on the sport fishing in that area, Senator Crary assured the Board that it would have no adverse effect and that he would have the proposed plans approved by the Conservation Department.

Mr. Lifsey told the Board his company would buy the bonds if the Department entered into the above agreement.

On motion of Mr. Fultz, seconded by Mr. Campbell, the Board approved the proposed agreement with Martin County re the Stuart Bridge and Jensen Bridge projects and authorized the Chairman and Secretary to execute same for the Department, after the agreement has been approved by the Department's Attorney and Engineer.

Orange County

(See Cross State Highway.)

Palm Beach County

Chairman John Prince and Commissioners Lake Lytal, C. Y. Byrd, A. A. Poston and Paul Rardin, County Attorney Harry A. Johnson, and County Auditor R. B. McKee were present from Palm Beach County.

Mr. Prince thanked the Board for its fine cooperation with the County and presented a resolution adopted by the County Commissioners on January 12, 1948 setting out their requests, as follows:

That the Road Board make provision in its 1948 Budget for the following:

1. Completion of all work in progress or under contract carried over from 1947.
2. Federal Aid Projects: To include (a) at least one section of Road 9, starting at Yamato and continuing north as far as possible, and (b) Road 5, four lane construction from north city limits of West Palm Beach through Riviera and Lake Park with necessary curb and gutter section.
3. Secondary Federal Aid Farm to Market Projects: To include (a) a section of Road 7 from Road 80 north as far as possible, and (b) Lantana West Road from Road 5 to Road 7.
4. Additional projects and maintenance items as follows:
 - (a) Construction of Road A1A from Gulf Stream through Briny Breezes north to Ocean Ridge—approx. 1.5 mile.
 - (b) Reconstruction of Road 80 from Loxahatchee to 20 Mile Bend, and resurfacing Road 80 from 20 Mile Bend to Six Mile Bend.
 - (c) Repair and reopen Road 716 between 20 Mile Bend and Canal Point.
 - (d) Resurface Palmetto Park Road, Boca Raton, from Road 5 to Road A1A, Boca Raton to contribute \$25,000.00.
 - (e) Construct two short sections on Road A1A south of Lantana Road in order to effect continuous route south from Lantana Road.
 - (f) Repair Road 827 east of Six Mile Bridge. (Brown's Farms Road.)
 - (g) Provide adequate bridge on Road 7 to span Palm Beach Canal and connect with Road 80.
 - (h) Provide adequate bridge on Road 80 to span Hillsboro Canal.
 - (i) Resurface Road 5 through Lake Worth from Lantana north to utilize full width of right of way with curb and gutter section.
 - (j) Reconstruct Road 5 through Delray from S.E., 10th Street to N.E. 8th Street to utilize full width of right of way with curb and gutter section.
 - (k) Repair old Dixie from Delray north to intersect Road 5.
 - (l) Repair storm damage on Road A1A between Lake Park and Jupiter and eliminate condition whereby certain sections of the pavement are water covered after heavy rains.
 - (m) Widen bridge on U. S. No. 1 (Road 5) across Florida Intra-Coastal Canal and across Loxahatchee River between Lake Park and Jupiter.
 - (n) Repair and place in good condition pavement on old Dixie from Rd. 5 to Loxahatchee River Bridge and thence through Jupiter (Rd. A1A).
 - (o) Establish alternate route for north bound traffic on Road 5 in West Palm Beach from Olive Street to Flagler

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Drive via 12th Street, via Flagler Drive to 36th Street and via 36th Street to intersect present route at Broadway and resurface pavement along this route on Olive Street to 12th and along alternate route described above.

- (p) Complete Road 706 in Palm Beach County to tie in with new road from Indiantown south paralleling SAL Right of Way.

Mr. Byrd advised that 90% of the right of way has been secured and condemnation suits will be filed soon on the remaining 10% on the road from Gulfstream to the ocean through Briny Breezes, and should be completed within 60 days.

Mr. Poston stated they hoped to open bids on the Riviera Memorial Bridge in February; also that practically all of the right of way on State Road 5 through Riviera and Lake Park had been acquired, and the project should be ready for advertising by April 1.

Pasco County

The delegation from Pasco County included the following: Senator J. C. Getzen, County Commissioners W. J. Baillie, A. H. Schroder and W. C. Law, and County Attorney W. Kenneth Barnes; Miss Pauline S. Dill of —, Mrs. Estelle Lorch, Mrs. R. A. Mathes, Mrs. L. R. Liles, Mrs. W. A. Hoffman, W. A. Hoffman, Jeanette Milne, Harry J. Benning, G. A. West, V. M. Clark, Peter DeCubbliss, Chas. W. Robertson and W. O. Hargrove, of New Port Richey; Also Roy Milne, Jesse West, Arthur L. Ranft and F. Beach; Hazel Whitman of Dade City; Hazel Ridgeway, Col. Naramore, Joe Herman and Pete Ullrich of San Antonio; L. A. Reinke, C. M. Wooten, and A. T. Mair of Trilby, and C. L. Sarns of Elfers.

Judge Barnes filed a resolution of the Board of County Commissioners describing the general route they desired the Department to follow in designating and locating the road created and established by the 1947 Legislature, from Tampa to New Port Richey by the way of Citrus Park and Elfers; and pledging the county to furnish any additional right of way requirements for the road along said route in Pasco County, in order that it may be taken over by the Department for construction, maintenance and repair.

Judge Barnes asked for improvements on Road 52 from Pasco to Dade City, 12 miles, and construction of Road 35 from Dade City to Lakeland.

Senator Getzen asked the Department to do as much as possible on the above program.

Pinellas County

Chairman Ed Beckett of the County Commissioners, W. A. McMullen, County Engineer, and Frank G. Merrin, County Right of Way Agent, were present from Pinellas County.

Mr. Merrin spoke of the county's need for \$175,000 to secure the right of way for Road 55 and was advised that the Board had already authorized this advance. He filed the following requests from the County Commissioners:

- (1) Complete the Gulf Coast Highway south to Gulf-to-Bay boulevard.
- (2) Widen, repair and retread Haines Road, State Road 693, from Four Corners east of Largo south to 9th Street, St. Petersburg.
- (3) Repair and retread Tyrone Blvd., State Road 595, from Seminole Bridge to 9th Ave. North, St. Petersburg.
- (4) Widen and resurface present U. S. 19 from Largo to Bay Pines.
- (5) Take over for maintenance the lighting system on Gandy Bridge.
- (6) Extend maintenance on State Road 699 to take in that part north of Indian Rocks Bridge, one and one-half miles.
- (7) Construct accommodations for fishermen on bridges over John's Pass, Blind Pass and other popular locations.
- (8) Make an O.D. Survey to determine the traffic that would use the proposed bridge across Clearwater Bay on the line of Bay Drive, State Road 699, west of Largo.

The Board received a resolution from the Commissioners adopted Nov. 27, 1947, asking for construction of catwalks on Welch Causeway and John's Pass Bridge, to serve fishermen and others in order that fishing from these catwalks only may be allowed on these bridges.

Polk County

The delegation from Polk County included the following: Senator Harry King, Rep. Perry Mur-

ray and Rep. Lisle Smith; County Commissioners James W. Foley, Chairman, Roy P. Gladney, E. D. Dishong, M. M. Ebert and W. T. Duggan; County Attorney Milton D. Wilson and County Engineer C. P. Robinson; Wm. Cade, Mayor, Mr. Spinks, City Manager, Geo. Tolson and Smokey Sutton, City Commissioners, T. W. Bryant, Wm. P. Hutchinson and Charles Larsen, of Lakeland; Frank Holland, Tom P. Langdon, John Calvin and T. G. Sanchez, of Winter Haven; Arthur Crago, of Brewster, F. R. Berquest, of Pierce, Meade Wilson, of Mulberry, David Wright, of Agicola, John Maxcy, Mayor, and Dr. A. B. Cannon, of Frostproof, and Paul Schall, W. E. Fitch, and Ralph Durrance, Mayor, of Fort Meade.

Mr. Wilson (Co. Atty.) stated he had mailed the following requests to Chairman Bayless, which he said represented the program agreed on by the County Commissioners and the Cities in Polk County, in the order of priority given.

First: State Road No. 60, from Hesperides East, about 4 miles.

Second: State Roads Nos. 35 and 37 (formerly 34).

No. 37 from Mulberry to Brewster.

No. 35 north from Lakeland to Pasco Co. Line—part not constructed.

Third: State Road 25, through Polk County.

MAINTENANCE:

First: State Road 630, Frostproof to Ft. Meade.

Second: Formerly Road 359—Auburndale via Winter Haven Cypress Gardens to Waverly.

Third: Road beginning at overpass on Road 555 south of Winter Haven thence south to Road 60.

OVERHEAD CROSSINGS:

1. S.A.L. Railway Crossing of Road 33 at Polk City.
2. S.A.L. Railway Crossing of Road 60 between Bartow and Lake Wales.
3. A.C.L. Railroad Crossing of Polk City-Lake Alfred State Road at Lake Alfred.

Senator King filed a resolution from the Winter Haven Chamber of Commerce commending the Road Board Member from the First District, Courtney Campbell.

Senator King also represented Mr. P. L. Sones of the Citizens Committee of Haines City in again extending an invitation to the Road Board to hold its February meeting at Haines City, and told the Board that the Board of County Commissioners of Polk County joined in this invitation. He said Mr. Sones had been at the meeting earlier in the day but had to leave before seeing the Board, and had asked him to present the following requests: (1) State Road 25 and (2) Road 37 from Mulberry to Brewster.

Mr. Crago, of the American Cyanide Phosphate Company at Brewster, also spoke of the need for the section of Road 37 between Mulberry and Brewster, in the phosphate area, and suggested, too, that it would be a good location for a wayside park.

Rep. Murray spoke of the 20 incorporated towns and the 17 newspapers in Polk County, and expressed the opinion that their requests were quite reasonable, considering the size of the county. He particularly stressed the need for maintenance on Road 630 from Frostproof to Fort Meade. Mr. Maxcy and Mr. Durrance also spoke for this road.

Mr. Hutchinson spoke in behalf of Road 35 to Dade City.

Mr. Bryant spoke of the traffic bottleneck in Lakeland and said the necessary right of way would be forthcoming for its correction. He spoke also for Road 35 to Dade City and filed a resolution from the City Commission of Lakeland in its behalf.

St. Lucie County

County Commissioners Dewey Wilcox, Lane Jennings and Jimmie Barry, and County Attorney

D. C. Smith of St. Lucie County were joined by Mayor Howard Stanton and the following citizens of Fort Pierce: Jimmy Sneed, Don Mustaine, Frank Fee, and W. H. Reed, City Commissioners, J. M. Sample, City Attorney, and Jim B. Brewer.

Mr. Stanton spoke of the proposed construction on Road 5 through the City of Fort Pierce, and told the Board the city had become obligated for between \$90,000 and \$100,000 for right of way and have to obtain 20 more parcels of land which will require another \$80,000. He said that to move the sewer and water mains would cost them \$500,000; that they desired to cooperate to keep the highway there and to complete it, and hoped their inability to finance this additional expense would not jeopardize the project.

Mr. Smith stated that the county had acquired a 200-foot right of way for Road 5 from Ft. Pierce to the Indian River County line, and they were extremely desirous of seeing the second lane construction on the new right of way.

Santa Rosa County

Commissioner E. M. Fowler of Santa Rosa County presented a resolution from his Board making the following requests:

- (1) Five miles of secondary road extending southward from Bagdad.
- (2) Broad Street in Milton, from Highway 90 (U. S.) northward to State Highway 191.
- (3) From Munson northward to Alabama line along range line road.
- (4) From Jay through Mt. Carmel Community to Alabama State line, about 4 mi.
- (5) From Milton in a northwesterly direction to State Road 265.

Mr. Fowler thanked the Board for what they had already done and for what they have promised to do. He spoke particularly in behalf of Road 89 from Jay to the Alabama State line, and presented a resolution from Escambia County, Alabama officials stating they would begin construction of this road on the Alabama side just as soon as contract is let for the road on the Florida side and the Florida State Road Department engineers give them stakes for the proper location of the road at the State line.

Sarasota County

Chairman W. S. Harris and Commissioner W. L. Woodard, County Attorney Frank Evans, T. L. Glenn, Jr. Attorney, F. O. Taylor, Jr., Clerk, and Messrs. Leo Kropp and J. D. Tate, of Englewood, were present from Sarasota County.

Mr. Evans thanked the Board for what has been done for Sarasota County and made request for Road 777 from Englewood to the Tamiami Trail. Mr. Tate told the Board the road was built in 1921 by the County, is only 15 feet wide, and the bridges are in such poor condition that rains of another summer like the past one will probably do away with the road entirely. He stated the road is only 7 3/4 miles and serves 2500 people.

Mr. Glenn spoke of some important farm to market roads in the county and expressed the hope that some money will be held back by the Board for them.

Seminole County

Senator L. F. Boyle, Representative M. B. Smith, County Commissioner W. G. Kilbee, and Ed Higgins, Manager of the Seminole Chamber of Commerce, were present from Seminole County.

Senator Boyle stated the urgent need for raising the bridge and causeway on Road 46 across Lake Jesup, where the water comes over it in every heavy rain. Mr. Kilbee spoke of the one-way draw on this bridge and said it was in very bad condition.

Sumter County

The Sumter County delegation included the following: Senator J. C. Getzen, Commissioners Joe Traylor and I. C. Hall, Jas. West, Attorney, and Roy Caruthers, Clerk; C. D. Wadsworth, Engineer,

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Mayor A. M. Barlow and O. L. McRae and J. V. Lowery, of Wildwood; Calvin Harrison, of Center Hill, and R. R. Reddick, P. A. Thompson, Carl Booker, A. Capanes, and F. R. Atkins of Webster.

Senator Getzen made the following requests:

- (1) Road 44 from Wildwood to Lake County line, 6 miles, as soon as possible.
- (2) Road 48 from Bushnell to Beville's Corner.
- (3) Road 478 from Webster to the Hernando County line.

Suwannee County

Senator G. Warren Sanchez and Commissioner C. B. Barnes of Suwannee County were present to request work on Road 49, and were advised that a 10-mile project on this road has been set up in the budget. They urged that it be retained.

RAISE ELEVATION OF ROAD 827 IN PALM BEACH COUNTY—SIX MILE BRIDGE TO SHAWANO

Messrs. Kenneth Keefe, Turner Wallis and Horace A. Bester appeared before the Board representing the Shawano Drainage District and the owners of large farms adjacent to Road 827, known as the Brown's Farm Road, in Palm Beach County, and requested the raising of the elevation of this road from Six Mile Bridge to Shawano.

On motion of Mr. Fultz, seconded by Mr. Carleton, the Board agreed to rebuild this section of road to bring it to an elevation of 18.4 (or 17.0 by U. S. Coast and Geodetic Survey data) by extending the existing contract with J. D. Manly Construction Company.

MAINTENANCE OF ROAD INTO HIGHLANDS HAMMOCK STATE PARK

A letter from the Florida Board of Forestry and Parks requested the Department to assume maintenance of State Road 634, which leads from State Road 25 into the Highlands Hammock State Park, which request had also been made by Highlands County delegation.

The Board referred this matter to the Division Engineer for a report at the next meeting.

COMMENDATION OF COURTNEY CAMPBELL

A letter was received from the Convention and Tourist Bureau of the Tampa Chamber of Commerce commending Courtney Campbell, Member of the Road Department from the First District, "for his untiring efforts and unselfish devotion to the cause of road improvement and beautifica-

tion within the state, and especially in his District," and expressing approval of the Davis Causeway improvements and the naming of the Courtney Campbell Parkway. The letter expressed the hope that similar development would soon be completed on both approaches to the Gandy Bridge and thanked the entire State Road Board and all personnel of the State Road Department for the character of service performed in this area during the present administration.

REQUEST FOR PALMETTO PARK ROAD EXTENSION AS ACCESS ROAD

A resolution was received from the Town Council of Boca Raton, requesting that an extension of Palmetto Park Road from the west city limits of Boca Raton be constructed and adopted to serve as an access road at that point from Road A1A and Roads 5 and 7.

DESIGNATING PROPOSED STATE ROAD 9 AS A LIMITED ACCESS FACILITY

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, State Road 9, Sections 8724, 8607 and 9322 extending from Opa Locka on the south and paralleling the Seaboard Air Line Railway through Dade, Broward, and Palm Beach Counties to a point south of Clear Lake in Palm Beach County and extending northwesterly from that point around the west side of Clear Lake to a point intersecting the range line between R 42 E and R 43 E, thence northerly, approximately paralleling said range line and on the W side of the Florida East Coast Railroad, wherever adjacent, to the Jupiter River, thence continuing in a northerly direction to the Martin County line, is a road proposed to alleviate congestion of traffic through Palm Beach, Broward and Dade Counties and is to be of a design to carry a large volume of through traffic as well as to serve traffic, originating in or destined to the existing Cities and Towns located in the more heavily populated areas of said three Counties; and

WHEREAS, in order to provide for the heavy traffic thereon, the preservation of public safety, the promotion of the general welfare, the improvement and development of transportation facilities it is necessary that said proposed State Road 9 be designated, established and constructed as a limited access facility;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that it finds the matters and things recited in the preamble hereof to be true; that it is of the opinion that traffic conditions, present and future, justify and require the designation and establishment of State Road 9 as a limited access facility as hereinafter provided; that it finds it to be practicable and to the best interests of the State of Florida that the designation and establishment of the said State Road 9 as a limited access facility is necessary to the public use;

BE IT FURTHER RESOLVED by the State Road Department of Florida that by reason of the foregoing it does hereby designate and establish Sections 8724, 8607 and 9322 of State Road 9 extending northerly from Opa Locka on the south to the Martin County line on the north as a limited access facility as defined in and pursuant to the provisions of Chapter 348, Florida Statutes 1941, cumulative supplement;

BE IT FURTHER RESOLVED that in the construction of said State Road 9 as a limited access facility, cross ways at which vehicles may

enter upon, cross over or leave the paved traffic lanes of said highway shall be provided and spaced at convenient and desirable intervals where justified and traffic conditions warrant, and that wherever there are no parallel streets, roads or ways affording residents, business concerns and others desiring to use said highway a means of vehicular access to and from said cross ways, then a space shall be designated within the right of way of said road if the right of way of said road is of sufficient width, and at all times whenever same is 200 feet wide or wider, and marked "outer roads" within which area the state highway authorities are authorized to plan, designate, establish, use, regulate, alter, improve and maintain local service roads and streets. Such local service roads or streets when constructed shall be of appropriate design and shall be separated from the limited access facilities proper by all devices designated as necessary, and vehicles shall be permitted to enter and leave the limited access facilities only at entrances and exits provided for that purpose;

BE IT FURTHER RESOLVED that it is the judgment of the State Road Department of Florida that said limited access facilities is necessary, practical and to the best interest of the State;

BE IT FURTHER RESOLVED by the State Road Department that Dade County be and it is hereby authorized and requested, at its own expense, in its name, by and through its County Commissioners, to secure by gift, purchase or condemnation the fee simple title to the lands situate in the said Dade County, as shown by right of way map recorded in the office of the Clerk of the Circuit Court of Dade County, Florida, necessary for the right of way for said limited access facility in the establishment and construction thereof, and to convey the same to the State of Florida, free of encumbrances; and

BE IT FURTHER RESOLVED that this Resolution replaces and supersedes that certain resolution adopted by this Board on December 8, 1947 under the caption, "Designation of Proposed State Road 9 as a Limited Access Facility."

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Department give 15 day's notice of this action by publication as required by law.

CONSIDERATION AND ADOPTION OF BUDGET

The proposed budget of construction and maintenance and the estimate of resources for the year 1948, tentatively prepared by the Members, the engineers, and the auditor, was now taken up by the Members for further consideration.

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED, that the proposed Budget of Construction, Betterment and Maintenance work for the year 1948, in the words and figures following, together with such revisions and additions as have been made at this meeting, be and it is hereby adopted, as follows, to wit:

(See Printed Budget)

BE IT FURTHER RESOLVED, that this Department does hereby fix Tallahassee, Florida as the place where, and March 8, 1948, as the time when the Department will hold public hearing on the budget, at which time and place it will hear all complaints and suggestions offered by the public as to any changes in said budget in accordance with the provisions of Section 341.20, Florida Statutes 1941.

BE IT FURTHER RESOLVED that the Chairman be and he is hereby authorized and directed to have published in one newspaper in each of the cities of Pensacola, Jacksonville, Orlando, Tampa and Miami the said proposed Budget and Estimate of Resources, together with a notice of the time and place when and at which the Department will hold the public hearing.

BE IT FURTHER RESOLVED, that the Chairman be and he is hereby directed to furnish to each clerk of the circuit court of the State, two copies of said budget of work together with notice of the public hearing above referred to, in accordance with the provisions of Section 341.20, Florida Statutes 1941.

ADJOURNMENT

There being no further business for this time, the meeting was adjourned.

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STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE BUDGET FOR FISCAL YEAR 1948

Assets			Liabilities		
Current Cash:			Accounts Payable:		
Cash Available for General Purposes.....	\$ 3,546,961.34		General Obligations.....	\$ 103,037.96	
			Contractor's Retainage.....	1,498,846.11	\$ 1,601,884.07
Current Investments:			Overseas Highway:		
United States Treasury Certificates.....	4,100,000.00		Equipment Rental.....	\$ 133,525.66	
			Advance for construction of project (balance).....	586,956.22	720,481.88
Restricted Cash Funds—Counties:			Reserves:		
Surplus Funds, Chapter 20302, Acts of 1941.....	4,686,086.89		Legal Reserve of 10% of Estimated State Revenue.....		2,400,000.00
Total Cash.....	\$12,333,048.23		Handling Charge:		
Overseas Highway:			3% of Regular State Revenue—Chapter 20890—Acts of 1941.....		720,000.00
Cash in Bank—Miami.....	\$ 7,624.91		Administrative Accounts:		
Due from Public Road Administration.....	525,857.25	533,482.16	Tallahassee Office—		
			State Funds.....	\$ 937,066.82	
			Federal Funds.....	\$ 72,162.17	\$ 1,009,228.99
			Division Offices.....		634,784.68
State Receivables:					1,644,013.67
Equipment Rental Overseas Highway.....		111,417.00	Investment Accounts:		
			Bridge Purchase Contracts:		
Federal Receivables:			State Funds.....	\$ 307,231.25	
Due from Federal Government on work performed.....	\$ 1,550,960.98		Surplus Funds.....	175,525.00	\$ 482,756.25
Federal Participation on work undertaken to be refunded as work progresses.....	5,425,724.00	6,976,684.98	Land Purchase Contract.....	5,250.00	
			Reserve for Replacement of Equipment.....	500,000.00	
Federal Funds Available for New Agreements:			Reserve for New Office Building.....	622,748.46	
Federal Funds to be Matched.....	\$13,697,335.64		Reserve for Other Building.....	500,000.00	
Federal Grant Funds.....	135,158.79	13,832,494.43	Reserve for Office Equipment.....	50,000.00	2,160,754.71
			Right-of-Way:		
Estimated State Revenues:			Surveys—State Funds.....	\$ 625,000.00	
Gasoline License Tax—4 cents per gallon.....	\$24,000,000.00		Purchases—Surplus Funds.....	639,017.15	
County Surplus.....	3,517,600.00		Purchases—State Funds.....	529,533.16	1,793,550.31
Outdoor Advertising.....	35,000.00				
Interest on Investments.....	35,875.00	27,588,475.00	Maintenance.....		6,697,756.75
			Construction Underway:		
			Federal Funds.....	\$ 5,425,724.00	
			State Funds.....	15,941,821.00	
			County Surplus Funds.....	2,406,244.00	23,773,789.00
			Construction Proposed:		
			Federal Funds.....	\$11,784,374.00	
			State Funds.....	17,064,571.00	
			County Surplus Funds.....	3,653,237.00	32,502,182.00
			Construction Funds not Programmed:		
			County Surplus.....	\$ 1,329,663.74	
			Federal Aid Funds.....	2,048,120.43	
			State Funds to take care of delinquent bills on completed jobs.....	150,000.00	3,527,784.17
			Budgeted Items in excess of Estimated Revenue (Carryover to 1949).....		16,166,594.76
TOTAL ASSETS.....	\$61,375,601.80		TOTAL LIABILITIES.....		\$61,375,601.80

PERCENTAGE OF REVENUES FROM VARIOUS SOURCES AND PERCENTAGE OF APPROPRIATIONS TO VARIOUS OPERATIONS

Assets			Liabilities		
Cash and Current Investments.....	\$ 7,646,961.34	12.46%	Reserves.....	\$ 2,400,000.00	3.91%
County Revenues:			Bridge, Land and Equipment Purchases.....	2,160,754.71	3.52%
Cash on Hand.....	4,686,086.89	7.64%	Administrative Salaries and Expense.....	1,644,013.67	2.68%
Estimated Revenues.....	3,517,600.00	5.73%	Maintenance of Roads and Bridges.....	6,697,756.75	10.91%
Gasoline License Tax.....	24,000,000.00	39.10%	Construction of Roads.....	61,597,305.48	100.36%
Miscellaneous.....	189,916.91	.31%	Accounts Payable.....	1,735,409.73	2.83%
Federal Receivables.....	21,335,036.66	34.76%	Federal Advance Overseas Highway.....	586,956.22	.96%
			Handling Charges.....	720,000.00	1.17%
			Budgeted items in excess of Estimated Revenue.....	16,166,594.76	26.34%
TOTAL ASSETS.....	\$61,375,601.80	100.00%	TOTAL LIABILITIES.....	\$61,375,601.80	100.00%

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE ROUTINE MAINTENANCE, PERIODIC MAINTENANCE AND CARRYOVERS 1948

Summary

	Road Miles	Bridge Feet	Surface	Structures	Engineering and Supervision	Total Routine	New Periodic	1947 COMMITMENTS		Totals
								Periodic	Routine	
DIVISION 1.....	1,798.860	105.038	\$ 428,002.75	\$ 234,145.80	\$ 66,214.86	\$ 728,363.41	\$ 432,494.28	\$ 136,980.14	\$	\$ 1,297,837.83
DIVISION 2.....	1,726.409	61.546	393,314.35	202,484.50	63,380.09	749,178.94	519,598.56	.....	.....	1,268,777.50
DIVISION 3.....	1,892.657	169.444	493,580.60	276,731.13	77,031.16	847,342.89	614,328.85	89,371.82	.....	1,551,043.56
DIVISION 4.....	1,210.415	167.527	285,461.78	316,618.58	60,208.04	662,288.40	491,616.09	37,834.50	.....	1,191,738.99
DIVISION 5.....	1,983.390	95.589	508,920.81	301,316.67	79,280.57	889,518.05	498,841.00	.....	.....	1,388,359.05
TOTALS.....	8,611.731	599.144	\$ 2,109,280.29	\$ 1,421,296.68	\$ 346,114.72	\$ 3,876,691.69	\$ 2,556,878.78	\$ 264,186.46	\$	\$ 6,697,756.93

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1948

Recapitulation

	Underway State Forces	Underway Contract	Proposed but not Started	TYPE OF WORK			FUNDS			
				Grading	Paving	Structures	State	County	Federal	Total
DIVISION 1.....	\$ 26,127	\$ 3,426,794	\$ 5,708,763	\$ 2,041,337	\$ 5,332,840	\$ 1,787,507	\$ 5,296,380	\$ 303,500	\$ 3,561,804	\$ 9,161,684
DIVISION 2.....	100,000	4,629,205	7,745,623	2,849,182	5,984,042	3,641,604	7,322,863	1,766,142	3,385,823	12,474,828
DIVISION 3.....	474,323	3,657,510	5,484,381	2,318,869	4,399,583	2,897,762	4,122,889	2,956,181	2,537,144	9,616,214
DIVISION 4.....	.....	4,719,162	8,032,187	4,161,210	5,094,410	3,495,729	8,521,287	562,600	3,867,462	12,751,349
DIVISION 5.....	66,000	6,692,368	5,513,528	2,960,086	5,646,099	3,665,711	7,742,973	671,058	3,857,865	12,271,896
TOTALS.....	\$ 666,450	\$ 23,125,039	\$ 32,484,482	\$ 14,330,684	\$ 26,456,974	\$ 15,488,313	\$ 33,006,392	\$ 6,059,481	\$ 17,210,098	\$ 56,275,971

First Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1948

County	Section and Job Number	Federal Project Number	Road Number	Length	Location	Underway State Forces	Underway Contract	Proposed but Not Started	TYPE OF WORK			FUNDS			
									Grading	Paving	Structures	State	County	Federal	Total
Charlotte.....	0101-203	SN-FA 70 (2)....	45	0.263	Peace River Bridge.....	\$	\$	\$ 18,000	\$ 10,302	\$ 7,698	\$	\$ 9,000	\$	\$ 9,000	\$ 18,000
Charlotte.....	0101-204	SN-FA 243 (1)....	45	1.625	Relocation thru Charlotte Harbor.....	.....	.....	94,000	42,799	47,585	3,616	47,000	.....	47,000	94,000
Charlotte.....	0101-.....	.....	45	0.020	Punta Gorda Bridge.....	9,438	.....	.....	.....	.....	9,438	9,438	.....	.....	9,438
Charlotte.....	0101-110	.....	45	6.092	Lee County line to Acline.....	.....	16,825	.....	.....	16,825	.....	16,825	.....	.....	16,825
Charlotte.....	0103-104	.....	31	6.049	Bermont to DeSoto County line.....	66,463	.....	.....	.....	66,463	.....	66,463	.....	.....	66,463
Charlotte.....	0105-103	.....	771	15.716	New Port Comfort to Murdock.....	.....	6,191	.....	.....	6,191	.....	6,191	.....	.....	6,191
Charlotte.....	0106-104	.....	776	1.140	Sarasota County line to New Port Comfort.....	.....	82,039	.....	.....	82,039	.....	82,039	.....	.....	82,039
Charlotte.....	0104-.....	FAS.....	35	6.551	Punta Gorda—Shell Creek.....	.....	.....	150,000	40,000	75,000	35,000	75,000	.....	75,000	150,000
De Soto.....	0401-105	.....	31	6.791	Charlotte County line, north.....	.....	12,157	.....	.....	12,157	.....	12,157	.....	.....	12,157
DeSoto.....	0406.....	FAS.....	72	11.000	Sarasota County line to SR 70.....	.....	.....	225,000	10,000	140,000	75,000	75,000	75,000	75,000	225,000
Glades.....	0502-106	.....	78	10.781	Lakeport to Indian Prairie Canal.....	.....	344,552	.....	110,000	224,552	10,000	344,552	.....	.....	344,552
Glades.....	0503-201	FAS.....	720	9.000	So. Moore Haven to Hendry County line.....	.....	.....	80,000	.....	80,000	.....	40,000	.....	40,000	80,000
Glades.....	0509-201	FAS.....	29	12.500	Hendry County line to Harrisburg.....	.....	.....	350,000	120,000	160,000	70,000	75,000	100,000	175,000	350,000
Glades.....	0500-.....	.....	.....	0.60	City Street in Moore Haven.....	.....	.....	37,000	.....	37,000	.....	.....	37,000	.....	37,000
Hardee.....	0603-.....	FAS.....	64	8.924	SR 650 to Highlands County line.....	.....	.....	170,000	10,000	100,000	60,000	85,000	.....	85,000	170,000
Hendry.....	0700-102	.....	78	200 ft.	Fort Denaud Bridge.....	12,000	.....	.....	.....	.....	12,000	12,000	.....	.....	12,000
Hendry.....	0700-103	.....	.....	1.000	Francisco Street, Clewiston.....	.....	6,162	.....	.....	6,162	.....	6,162	.....	.....	6,162
Hendry.....	0704-201	FAS.....	720	1.060	Glades County line to SR 80 and 25.....	.....	.....	10,000	.....	10,000	.....	5,000	.....	5,000	10,000
Hendry.....	0706-201	FAS.....	29	1.400	LaBelle to Glades County line.....	.....	.....	28,000	3,500	20,000	4,500	14,000	.....	14,000	28,000
Hendry.....	0707-104	.....	832	3.370	Pacific Ave. E. to SR 25 and 80.....	.....	22,314	.....	.....	22,314	.....	22,314	.....	.....	22,314
Hendry.....	0708-.....	FAS.....	833	10.000	SR 80 to Point 10 miles south.....	.....	.....	100,000	10,000	80,000	10,000	16,000	34,000	50,000	100,000

Hernando	0800-102	FAS	50	105 ft.	Bridge over Withlacoochee River	18,557	150,000	40,000	80,000	18,557	18,557	75,000	75,000	150,000	
Hernando	0800-				Brooksville—N.W. 5 miles					30,000					
Highlands	0900-301	FAGM-109 (1)			SAL Signals in Avon Park	8,138			8,138		200		7,938	8,138	
Highlands	0903-201	F-123- (1)	25	11.039	Lake Placid to Sebring	20,689			20,689		11,285		9,404	20,689	
Highlands	0901-301	FAGH-123	25	91.16 ft.	Underpass	411				411			411	411	
Highlands	0913-201	FAS	621	5.50	Lake Placid, east		175,000	75,000	60,000	40,000	87,500		87,500	175,000	
Highlands	0902-103		731	1.00	Venus to SR 25		25,000	10,500	14,500		25,000		25,000	25,000	
Highlands	0903-106		59	3.8	SR 25 to SR 17	9,913			9,913		9,913			9,913	
Hillsborough	1001-105		43	10.511	Concrete pavement to SR 60		147,623		147,623		147,623			147,623	
Hillsborough	1002-103		655	2.950	Florida Ave, Hillsboro to Harrison St.	50,012			50,012		50,012			50,012	
Hillsborough	1014-103		60	5.913	Davis Causeway	801				801				801	
Hillsborough	1000-305	I AGM-97 (1)			Signals SAL RR, Lake Ave.	7,350				7,350		350	7,000	7,350	
Hillsborough	1000-306	FAGM-90 (1) Off.			SAL RR on Evers St., Plant City	7,389				7,389		300	7,089	7,389	
Hillsborough	1006-305	FAGS-178 (4)	45		SAL RR on 50th St., Tampa	10,800				10,800		357	10,443	10,800	
Hillsborough	1006 3/4	FAGS-178 (5)	45		ACL RR on 50th St., Tampa	16,552				16,552		300	16,252	16,552	
Hillsborough	1000-112		Co. 29-12	1.367	Between SR 580 and Point 1.367 mi. N.	21,897			21,897		21,897			21,897	
Hillsborough	1000-111		Co. 29-621 & Co. 29-628	5.110	Between SR 574 and SR 39.	24,780			24,780		24,780			24,780	
Hillsborough	1010	FAS	39	6.500	Lithia Road to SR 60 at Hopewell		175,000	60,000	100,000	15,000	87,500		87,500	175,000	
Hillsborough	1003-	UI-011-2(17)	600	3.00	Hillsborough Ave., Tampa		800,000	60,000	525,000	215,000	400,000		400,000	800,000	
Hillsborough	1013-		600		ACL Signal, N.E. of Port Tampa		7,200			7,200	200		7,000	7,200	
Lee	1201-113		45	6.663	Charlotte County line to SR 78	4,633				4,633	4,633			4,633	
Lee	1202-106		80	410 ft.	Orange Creek Bridge	202,123				202,123	202,123			202,123	
Lee	1202-201	F-135 (1)	80 and 31	8.238	Tice to Olga	33,203			33,203		18,111		15,092	33,203	
Lee	1202-108		80	7.497	Olga to Hendry County line	280,500		85,000	155,500	40,000	140,250		140,250	280,500	
Lee	1200-201	FAS	78	9.500	SR 45 to SR 31		150,000	45,000	95,000	10,000	17,500	57,500	75,000	150,000	
Lee	1202-		80		ACL Fort Myers		7,200			7,200	200		7,000	7,200	
Lee	1204-		867	1.0	MacGregor Blvd. in Fort Myers		100,000	10,000	60,000	30,000	100,000			100,000	
Manatee	1311-201	FAS	675	11.500	SR 64 to Parrish		300,000	85,000	130,000	85,000	150,000		150,000	300,000	
Manatee	1300-301	FAGS-85 (1) Off.	Old 356		SAL RR near Samoset		5,181			5,181	250		4,931	5,181	
Manatee	1308		684	5.855	Bradenton Beach to Anna Maria		50,000		50,000		50,000			50,000	
Pasco	1405-201	S-107 (4)	35	4.477	Dade City, north	15,408				15,408	8,404		7,004	15,408	
Pasco	1411-201	S-179 (3)	39	3.560	Hillsborough County line to Zephyrhills	5,319				5,319	2,901		2,418	5,319	
Pasco	1403-202	F-025-1- (3)	55	5.995	New Port Richey to SR 52	390,907		90,000	300,907	213,222	177,685		177,685	390,907	
Pasco	1405-307	FAGS-107 (2)	35	0.865	Overhead at Owensboro	207,068		113,244	25,000	68,824	66,068		141,000	207,068	
Pasco	1403-201	F-137 (2)	55	5.648	Pinellas County line to New Port Richey	269,892		90,000	179,892		147,214		122,678	269,892	
Pasco	1403-114		55	257 ft.	Pithlachasootie River Bridge	226,025				226,025	226,025			226,025	
Pasco	1407-301	FAGM-108 (1) Off.			SAL RR at Meridian St., Dade City		16,523			16,523	300		16,223	16,523	
Pasco	1409-		54		SAL RR, Fifth Ave., Zephyrhills		7,200			7,200	7,200			7,200	
Pinellas	1504-105		60	3.470	Davis Causeway	3,888			3,888		3,888			3,888	
Pinellas	1501-301	FAGS-103 (1) Off.	595		SAL RR Crossing at Seminole		5,445			5,445	200		5,245	5,445	
Pinellas	1515-201	F-137- (2)	55	1.380	Tarpon Springs to Pasco County line	119,487		60,000	59,487	65,175	54,312		119,487	119,487	
Pinellas	1515-	FA	55	13.250	SR 60 to Tarpon Springs		700,000	225,000	405,000	70,000	350,000		350,000	700,000	
Pinellas	1501-	FAS	595	6.189	Bay Pines Y to Largo		150,000	10,000	130,000	10,000	75,000		75,000	150,000	
Polk	1613-107		60	12.543	Kissimmee River, west	151,034		12,304	138,730		151,034			151,034	
Polk	1607	FAGM-71-A	33	0.568	Overhead SAL, Polk City		115,800	51,300		47,500	10,800		105,000	115,800	
Polk	1613-201	S-131- (1)	60	7.341	Lake Wales to 7.341 miles east	9,931			9,931		5,417		4,514	9,931	
Polk	1615-104		630	6.158	Frostproof, east	41,781			41,781		41,781			41,781	
Polk	1617-205	F-175- (14)	25	4.361	SR 17 to Old Road 30	54,456			54,456		29,709		24,747	54,456	
Polk	1618-204	F-175	25	7.081	Lake County line to 7.081 mi. south	277,570		52,337	225,233		151,402		126,168	277,570	
Polk	1625-105		37	9.000	Mulberry to Lakeland	319,056		110,051	185,005	24,000	319,056			319,056	
Polk	1611-106		60	1.146	Peace River Bridge and Approaches	25,000			15,000	10,000	25,000			25,000	
Polk	1618-	FA	25	10.450	SR 600 (Haines City)—FAP 175-D		500,000	150,000	310,000	40,000	250,000		250,000	500,000	
Polk	1617-	FA	15	12.170	West Frostproof to Lake Wales		800,000	250,000	375,000	175,000	400,000		400,000	800,000	
Polk	1602-110		600	3.260	Carters Corner to Auburndale	18,487			18,487		18,487			18,487	
Polk	1615-105		630	1.642	SR 60 to 1.642 mi. S.W.	17,493			17,493		17,493			17,493	
Polk	1600-105			4.885	SR 60 to SR 540	6,012				6,012	6,012			6,012	
Polk	1603-111		555	2.44	M.P. 30.554 to M.P. 32.994	1,510			1,510		1,510			1,510	
Polk	1605-103		600	9.935	Haines City to Osceola County line	2,547			2,547		2,547			2,547	
Polk	1609-112		17	4.299	Frostproof, south	14,062			14,062		14,062			14,062	
Polk	1613-108		60	.304	Lake Wales	421			421		421			421	
Polk	1611		60		SAL Signals, west of Lake Wales		10,300			10,300	300		10,000	10,300	
Polk	1602		600		ACL Signals, Lake Alfred		7,200			7,200	200		7,000	7,200	
Sarasota	1705-104		775	1.179	Englewood to Charlotte County line	6,919			6,919		6,919			6,919	
Sarasota	1708-102		789	8.850	SR 45 to Midnight Pass	14,397			14,397		14,397			14,397	
Sarasota	1710-102		789	1.748	Ablee Road to Blackburn Bridge Road	453			453		453			453	
Division Total						\$ 26,127	\$ 3,426,794	\$ 5,708,763	\$ 2,041,337	\$ 5,332,840	\$ 1,787,507	\$ 5,296,380	\$ 303,500	\$ 3,561,804	\$ 9,161,684

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1948

County	Section and Job Number	Federal Project Number	Road Number	Length	Location	Underway State Forces	Underway Contract	Proposed but Not Started	TYPE OF WORK			FUNDS			
									Grading	Paving	Structures	State	County	Federal	Total
Alachua	2607-106		26	15.954	Newberry to Gainesville			\$ 563,200	\$ 199,760	\$ 341,440	\$ 22,000	\$ 563,200			\$ 563,200
Alachua	2608-301	FAGM-55 (1)-Off.	26		Signals on University Ave., Gainesville		\$ 4,621				4,621			4,621	
Alachua	2602-206	FI-8	25	2.46	Santa Fe River to south city limits			220,000	13,750	206,250		110,000		110,000	220,000
Alachua	2618-105				Farm Colony Roads				7,424	20,000		27,424			27,424
Alachua	2603-110		45	0.22	FI-8 (7) to North First, High Springs			27,424							
Alachua	2602-	FI	25	7.44	WPHS to 1.634 mi. N.W. Paradise			13,500	1,000	12,500		13,500			13,500
Alachua	2606-107		200	18.91	SR 24 to 6 mi. S., and Orange Lake to 12.91 mi. N.			290,000	90,000	190,000	10,000	145,000		145,000	290,000
Alachua	2618-			1.200	U. of Fla. Campus roads and drainage		7,251			7,251		7,251			7,251
								107,500	27,200	80,300		107,500			107,500
Baker	2704-201	S-175 (1)	125	6.003	End of pavement, north		165,655		45,655	115,000	5,000	53,011	52,644	60,000	165,655
Baker	2704-103		125	1.136	Oseola National Forest line, Taylor		99,672		28,000	71,672		99,672			99,672
Baker	2704-202	FH 12-A (1)	125	2.201	FAS S-175 (1) to Oseola Natl. Forest		70,156		5,000	10,000	55,156	34,821		35,335	70,156
Baker	2703-		23		SAL Signals, SR 23, Macclenny			7,200			7,200	200		7,000	7,200
Baker	2700-		155		Bridge over St. Marys River			30,000			30,000	30,000			30,000
Bradford	2801-110		200	11.00	Alachua County line to Clay County line		11,544				11,544	11,544			11,544
Bradford	2804-201	FAS	18	5.50	Union County line—Brooker			99,000	25,000	55,000	19,000	27,206	22,294	49,500	99,000
Bradford	2808-	FAS	18	5.00	Hampton to Theresa			100,000	40,000	40,000	20,000	50,000		50,000	100,000
Bradford	2811-		225		SR 100, north			20,000	20,000				20,000		20,000
Clay	7114-		220	1.80	Doctor's Inlet to DANC 49-A (1)			137,500	19,800	29,700	88,000	92,516	44,984		137,500
Clay	7112-201	FAS	218	13.00	SR 200 to Middleburg			226,600	171,600		55,000	77,600	78,000	71,000	226,600
Clay	7114-101		220	0.53	Lee's Corner to Doctor's Inlet				6,000	10,145		16,145			16,145
Clay	7106-101		218	2.63	Lee's Corner to SR 21				26,898	46,200		73,098			73,098
Clay	7102-303	FAGM-021-2(4)	15		Signals at Idlewild Ave., Green Cove Springs		11,822					300		11,522	11,822
Clay	7112-		218		Signals, SR 218			7,200			7,200	200		7,000	7,200
Clay	7114-		220		Doctor's Inlet Bridge			125,000			125,000	125,000			125,000
Columbia	2902-101		47	10.000	Fort White to Columbia City		36,250			30,000	6,250	36,250			36,250
Columbia	2910-		18	4.64	Mikesville to Union County line			137,100	56,000	35,100	46,000		68,550	68,550	137,100
Columbia	2903-	FA	25	22.878	Ellisville through Lake City										
Columbia	2904-		25		Suwannee County line			600,000	100,000	450,000	50,000	300,000		300,000	600,000
Columbia	2902-		47	7.800	Columbia City to Lake City			162,800	58,000	84,800	20,000	162,800			162,800
Columbia	2900-		47-A	1.000	SR 47 to SR 25 in Lake City			20,900	8,450	10,450	2,000	20,900			20,900
Dixie	3003-201	S-138 (2)	349	10.00	Oldtown, south		33,123			33,123		18,067		15,056	33,123
Dixie	3001-203	FA	55	7.14	Steinhatchee River, east		445,500		65,500	160,000	220,000	94,750	128,000	222,750	445,500
Dixie	3001-108		55	9.236	SR 359 to 9.236 mi. east		2,754			2,754		2,754			2,754
Duval	7219-107		212	10.000	Hogan Road to Jacksonville Beach		1,067,039		319,039	550,000	198,000	572,039	495,000		1,067,039
Duval	7207-207	FI-79 (7)	5	12.171	Jacksonville to Bayard					16,408		8,950		7,458	16,408
Duval	7207-109		5	3.500	Bayard to St. Johns County line					2,667		2,667			2,667
Duval	7225-201	FAS-173	105	1.000	Shad and Haulover Bridges										
Duval	7225-105		105	0.500	Cedar Creek Bridge				29,000	72,872	117,650	152,022		67,500	219,522
Duval	7217-107		21	0.468	Cedar Creek Bridge and Approaches				10,000	15,000	316,847	341,847			341,847
Duval	7200-309	FAGM-93 (1)			Signals at 63rd St., Jacksonville		205,441		20,000	15,000	170,441	205,411			205,441
Duval	7200-310	FAGS-102 (1)			Signals S. of Tisonia Park Ave.		9,248				9,248	300		8,948	9,248
Duval	7200-310	FAGS-102 (1)			Signals N. of Jacksonville on Dunn's Ave.		9,800				9,800	300		9,500	9,800
Duval	7216-201	FAS-86	13	0.585	Goodbys Lake Bridge and Approaches		1,566					854		712	1,566
Duval	7200-307	FAGM-73 (1)			Signals on San Juan, Rosselle & King		37,900				37,900	900		37,000	37,900
Duval	7205-301	FAGM-145 (1)			Signals on Main St., Jacksonville		4,000				4,000			4,000	4,000
Duval	7208-206	F	15	11.250	G. S. & F. RR Underpass—Thomas Creek										
Duval	7201-206	FI	10	3.500	Hartshaven, McDuff Ave.			510,950	55,000	371,250		255,475		255,475	510,950
Duval	7212-	FI	228	0.820	Cassett Ave. to Edgewood Ave.			373,200	25,000	348,200		186,600		186,600	373,200
Duval	7216-108		13	2.400	San Marco Blvd. to Oaklawn Cemetery, Jacksonville			123,000	3,000	120,000		61,500		61,500	123,000
Duval	7215-103		115	0.142	0.142 mi. S. Thomas Creek to Nassau County line		41,112			41,112		41,112			41,112
Duval	7219-109		212		Pablo Creek Bridge Approaches		7,747			7,747		7,747			7,747
Duval	7207-	FI-79 (2)	5	12.171	Jacksonville to Bayard, 2nd lane		212,276				212,276	212,276			212,276
Duval	7219-106		212		SR 140, Jacksonville Beach, 1.349 mi. W.			541,383	52,800	468,583	20,000	270,692		270,691	541,383
Duval	7219-104		212		Lovegrove Road, 0.986 mi. E.		7,293			7,293		7,293			7,293
Duval	7219-		212		Intracoastal Canal Bridge	100,000	2,328			2,328		2,328			2,328
								570,000	120,000	50,000	500,000	335,000	335,000		670,000

Gilchrist	3103-107	FAS.	49	1.5	Levy County line to Trenton.	30,670	14,000	16,670	20,000	85,000	30,670	115,000	30,670
Gilchrist	3100-		341	11.50	SR 26 to Bell	230,000	100,000	110,000			30,000		
Gilchrist	3103-106		49	0.505	ACL Trenton to 0.505 mi. S.	4,024		4,024		4,024			
Gilchrist	3105-102		49	17.769	Trenton to 17.769 mi. N.	15,919		15,919		15,919			
Hamilton	3202-201	FAS.	135	7.711	White Springs, N. 7.711 mi.		57,000	60,000	12,934	70,873		59,061	129,934
Hamilton	3206-104		6	13.700	Jasper to SR 135			17,004		17,004			17,004
Hamilton	3201-	FA	25	3.300	1.1 mi. S. of Jennings to Georgia line.	230,000	36,000	186,000	8,000	115,000		115,000	230,000
Hamilton	3207-		(Old 389)	16.000	SR 6 to Georgia line via Jennings	105,000	90,000		15,500		105,500		105,500
Hamilton	3200-101			1.000	Roads in Stephen Foster Memorial Park.	27,500	12,100	11,000	4,400	27,500			27,500
Levy	3405-105		55		Citrus County line to Lebanon Sta.			66,413		66,413			66,413
Levy	3405-105		45		SAL Signals, Williston.	7,200			7,200	200		7,000	7,200
Levy	3405-		55		ACL Signals, Fannin Springs.	10,300			10,300	300		10,000	10,300
Levy	3400-	FAS.	49		Gilchrist County line to Chieftand.	140,000	30,000	100,000	10,000	70,000		70,000	149,000
Madison	3501-	FA	10	14.41	Madison to Suwannee River.	257,660	36,000	221,660		117,158		140,502	257,660
Nassau	7400-301	FAGS-104 (1)	County	536.9 ft.	Signals 1st St. S. of St. Mary's River.	4,800			4,800	300		4,500	4,800
Nassau	7406-107		200	5.105	Anelia River Bridge.	530,664			530,664				530,664
Nassau	7407-102		115	1.068	Duval County line to SR 15.	262,000	123,000	116,000	23,000	191,000	71,000		262,000
Nassau	7406-108		115	1.068	Approaches, Anelia River Bridge.	198,786				198,786			198,786
Nassau	7405-201	FAS.	107	3.690	Nassauville to SR 200		43,000	33,000	5,488	9,026	43,200	29,262	81,488
Nassau	7405-101		107	0.760	SR 107 to Littlefield's Camp.	800,000	100,000	500,000	200,000	400,000	400,000		800,000
Nassau	7403-	FA	15		Thomas Creek, north.	1,762				1,762			1,762
Nassau	7400-103				Around CAA Airport.								
Nassau	7403-105		15	22.366	Duval County line to Georgia State line.	117,810			117,810	117,810			117,810
Nassau	7406-105		200		Bridge over Lofton Creek.	9,187			9,187	9,187			9,187
Nassau	7402-301		15		SAL Signals, Yulee.	7,200			7,200	200		7,000	7,200
Suwannee	3700-	FAS.	49	10.000	SR 10, southeast.	176,000	70,000	77,000	29,000	88,000		88,000	176,000
Suwannee	3701-	FA	10	11.540	Suwannee River to Live Oak.	168,000	14,000	154,000		84,000		84,000	168,000
Suwannee	3703-		20		ACL Signals Branford.	7,200			7,200	200		7,000	7,200
Taylor	3805-103	FAS.	361	1.800	SR 361, Dekle Beach, Jug Island.			3,005		3,005			3,005
Taylor	3800-		14	10.000	Eridu to Shady Grove, Madison County	209,000	115,500		93,500		104,500		209,000
Taylor	3805-103		361	1.800	SR 361 to Dekle Beach, Jug Island.	33,000		33,000			33,000		33,000
Taylor	3809-		30	15.000	Hampton Springs northwest.	65,000	15,000	30,000	20,000		65,000		65,000
Union	3907-201	FAS.	18	7.200	Columbia County line to Bradford County line.	142,560	87,120	55,440		71,280		71,280	142,560
Union	3901-		100		ACL Signals Lake Butler.	7,200			7,200	200		7,000	7,200
Division Total.....												\$ 3,385,823	\$ 12,474,828

TAMPA WEATHERMAN

(Continued from Page 18)

man emerged from a pile of books and charts with some fascinating figures.

"I overheard an argument last night," wrote one Tampan in typical beginning for many of the letters received at the Weather Bureau, "that it had snowed in Tampa Feb. 13 or 14, 1899. One of the persons insisted it snowed and he made two snowballs the size of grapefruit. The other said the snow melted before it hit the ground."

Both were right about the snow, because Tampa had its biggest on record on Feb. 13, 1899, but Mr. Talbott tended to side against the snowball maker. The total snowfall amounted to one-tenth of an inch, he explained, "and while it might have been possible to rake up enough for snowballs, I doubt if they could have been as big as the modern grapefruit, although maybe the fruit was not so big 48 years ago."

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946, of Florida Highways, published monthly at Winter Garden and Tallahassee, Florida, for January, 1948.

State of Florida
County of Orange.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared J. E. Robinson, who, having been duly sworn according to law, deposes and says that he is the Publisher of the Florida Highways and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management of the aforesaid publication for the date shown in the above caption, required by the act of August 24, 1912, as amended by the acts of March 3, 1933, and July 2, 1946, section 537, Postal Laws and Regulations.

1. That the names and addresses of the publisher and editor are:

Publisher, J. E. Robinson, Winter Garden.
Editor, Ralph Hartsfield, Tallahassee.

2. That the owner is: State Road Department of Florida, Tallahassee.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: None.

J. E. ROBINSON, Publisher.

Sworn to and subscribed before me this 15th day of January, 1948.

(Seal) J. W. WRAY, Notary Public.

(My commission expires June 6, 1949.)

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LAKELAND ♦ FLORIDA

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1948

County	Section and Job Number	Federal Project Number	Road Number	Length	Location	Underway State Forces	Underway Contract	Proposed but Not Started	TYPE OF WORK			FUNDS			
									Grading	Paving	Structures	State	County	Federal	Total
Bay	4602-108		30	0.096	Streets in Panama City	\$	\$ 6,000	\$	\$	\$ 6,000	\$	\$ 6,000	\$	\$	\$ 6,000
Bay	4601-108		30	16.860	Phillips Inlet-St. Andrews Bay		20,000			20,000		20,000			20,000
Bay	4602-109		30	0.247	St. Andrews Bay, east		1,500			1,500		1,500			1,500
Bay	4610-201		386	0.040	SR 30 to Gulf County line		2,000		1,000	1,000		1,800		200	2,000
Bay	4601-110		30	16.860	Phillips Inlet to St. Andrews Bay	24,000			24,000			24,000			24,000
Bay	4613-101		389	3.020	SR 30 to Highland City			96,000	20,000	50,000	26,000		96,000		96,000
Bay	4611-101		425	3.196	15th St., Municipal Airport			66,000	22,000	34,000	10,000		66,000		66,000
Bay	4607-201	S-58 (1)	388	1.130	Crooked Creek and Burnt Mill Creek Bridge and Approaches			120,000	25,000		95,000		70,000	50,000	120,000
Bay	4614-201	S-62 (1)	390	5.400	St. Andrews to Lynn Haven			113,000	37,000	60,000	16,000	10,000	78,000	25,000	113,000
Bay	4604-109	FAGM	75		Signals in Panama City (Harrison Ave.)			8,000			8,000			8,000	8,000
Bay	4606-107	FAGM	77		Signals in Panama City (Lynn Haven Junction)			8,000			8,000			8,000	8,000
Bay	4609-108		79	5.214	SR 30 to West Bay		42,000			42,000		42,000			42,000
Bay	4613-		389	1.000	Municipal Docks to SR 30			75,000	5,000	30,000	40,000	35,000	40,000		75,000
Calhoun	4704-201	S-134 (2)	73	6.311	Juniper Creek to Clarksville		134,000		34,000	40,000	60,000	20,000	49,000	65,000	134,000
Calhoun	4702-106		71	0.700	Chipola River Bridge and Approaches		7,000				7,000	7,000			7,000
Calhoun	4704-104		73	75 ft.	Juniper Creek, Detour Bridge		1,000				1,000	1,000			1,000
Calhoun	4702-109		71	0.231	Through Town of Altha			23,000	2,000	7,000	14,000	23,000			23,000
Calhoun	4702-108		71	0.379	Through Town of Blountstown			51,000	6,000	15,000	30,000	51,000			51,000
Calhoun	4703-101		69	4.084	Blountstown, north		500			500		500			500
Escambia	4801-203	FI-312 (1)	10	700 ft.	Perdido River Bridge		182,000				182,000	91,000		91,000	182,000
Escambia	4805-102			404 ft.	Bayou Chico Bridge		560,000				560,000	230,000	330,000		560,000
Escambia	4805-103			0.395	Bayou Chico Bridge Approaches			90,000	30,000	50,000	10,000	90,000			90,000
Escambia	4809-201	S-69 (1)	196	5.007	SR 99 to SR 95		115,000		50,000	25,000	40,000		65,000	50,000	115,000
Escambia	4821-201	S-87 (1)	99	2.508	Intersection SR 196-Barineau Park		84,000		32,000	12,000	40,000		46,500	37,500	84,000
Escambia	4821-101		99	0.100	In Barineau Park		1,500		1,000	500			1,500		1,500
Escambia	4801-105		10	2.500	Perdido River Bridge Approaches		15,000		5,000	7,000	3,000	15,000			15,000
Escambia	4800-			2.700	Widen "O" St., Cervantes to G. Gables			170,000	32,000	60,000	78,000	50,000	120,000		170,000
Escambia	4814-301		4		L. & N. Signal		7,208				7,208			7,208	7,208
Escambia	4821-		99	4.0	Barrineau Park-North			70,000	20,000	30,000	20,000		70,000		70,000
Franklin	4906-201	S-142 (1)	65	16.652	SR 30 to Apalachicola Natl. Forest		200,000		50,000	100,000	50,000	75,000	35,000	90,000	200,000
Franklin	4902-102		370	11.664	SR 30 to Mud Cove and Bald Point	10,000			5,000	5,000			10,000		10,000
Franklin	4906-	FAF	65	7.500	So. Boundary Natl. Forest, Liberty County line			230,000	120,000	85,000	25,000	77,500		152,500	230,000
Gadsden	5002-107		12	0.500	Havana Overpass		4,000			1,000	3,000	4,000			4,000
Gadsden	5001-108		10	15.526	Chattahoochee to Quincy		4,000			4,000		4,000			4,000
Gadsden	5002-109		12	15.435	Quincy to Ochlockonee River		35,000			35,000		35,000			35,000
Gadsden	5014-101		267	7.914	Quincy to Georgia line		18,000		15,000	50,000	10,000		75,000		75,000
Gadsden	5009-201	FAS 164 (1)	269	7.550	Sycamore to River Junction				5,000	5,000	8,000		9,000	9,000	18,000
Gadsden	5013-101		270	8.375	Greensboro to Sycamore				5,000	17,000			22,000		22,000
Gadsden	5003-202		10	13.175	Quincy to Ochlockonee River		699,000		164,000	490,000	45,000	349,500		349,500	699,000
Gadsden	5000-101	FI-131 (8)	63		Streets in Quincy		3,800			3,800		3,800			3,800
Gadsden	5004-103		159	2.000	SR 12 to N. city limits Havana		26,000			26,000		26,000			26,000
Gadsden	5000-			7.00	U.S. 90 to Georgia State line			134,000	30,000	54,000	50,000		134,000		134,000
Gadsden	5015-101				Farmers' Market, Quincy			4,000		4,000		4,000			4,000
Gadsden	5004-104		12-63	7.534	Havana to Georgia line			23,501		23,501		23,501			23,501
Gadsden	5009-104		269	0.442	In River Junction		2,000			2,000			2,000		2,000
Gadsden	5011-102			1.255	Florida State Hospital—Streets		8,500			5,500		8,500			8,500
Gadsden	5000-				Havana-Georgia line via Concord			113,000	30,000	60,000	23,000		113,000		113,000
Gadsden	5001-		10		Chattahoochee-Quincy (Roadbed)			50,000	50,000			50,000			50,000
Gulf	5104-201	FAS 168 (1)	386	19.475	Beacon Hill to Wewahatchka		405,000			135,000	176,000	180,000	175,000	50,000	405,000
Gulf	5102-109		71	0.587	White City Bridge and Approaches		38,000				38,000	38,000			38,000
Gulf	5101-104		30	0.75	Streets in Port St. Joe			75,000	10,000	30,000	35,000	75,000			75,000
Holmes	5205-105		2	6.770	SR 81 to New Hope	15,000			5,000	2,000	8,000		15,000		15,000
Holmes	5203-107		79		Drainage in Bonifay	5,000					5,000	5,000			5,000
Holmes	5209-	FAS	181	6.122	SR 81 to Leonia			140,000	40,000	60,000	40,000	20,000	50,000	70,000	140,000
Holmes	5201-110		10	0.300	Through Bonifay			60,000	10,000	25,000	25,000	60,000			60,000
Holmes	5203-302		79		Signals, L. & N. in Bonifay		7,500				7,500	500		7,000	7,500
Jackson	5302-205	FI-3 (5)	10	7.376	SR 71 to Cypress		40,000		10,000	25,000	5,000	20,000		20,000	40,000
Jackson	5307-103		2	14.367	Campbellton to Malone	183,000			85,000	80,000	18,000		183,000		183,000
Jackson	5307-202	FAS	2	1.650 ft.	Bridges, Marshall and Cowart Creeks			280,000			280,000		205,000	75,000	280,000
Jackson	5302-	FI	10	10.000	Cypress to Sneads			460,000	150,000	260,000	50,000	230,000		230,000	460,000
Jackson	5309-107		71	5.300	M.P. 5.042 to M.P. 8.330		1,500			1,500		1,500			1,500

Jefferson	5407-201	S-158	59	9.454	SR 20 to SR 57	14,000	6,000	7,000	1,000	7,000	7,000	14,000			
Jefferson	5401-105		10		Bridges 5, 6 and 7	2,000			2,000	2,000		2,000			
Jefferson	5410-101		146		Monticello—Northeast		26,500	26,500			26,500	26,500			
Leon	5502-106		10	13.420	Tallahassee, east	123,000		123,000		123,000		123,000			
Leon	5504-105		363	10.320	Tallahassee to Wakulla County line	182,000		182,000		182,000		182,000			
Leon	5501-103		65	9.183	Tallahassee to Gadsden County line	35,000		35,000		35,000		35,000			
Leon	5507-106		20	248 ft.	Ochlocknee River to Tallahassee	1,500			1,500	1,500		1,500			
Leon	5506-204	FI-131 (7)	10	4.400	SR 20 to Ochlocknee River	20,000	10,000	10,000		10,000	10,000	20,000			
Leon	5510-101		363	2.800	SAL RR Crossing to SR 61 (Adams St.		135,000	35,000	33,000	67,000	135,000	135,000			
Leon	5516-104		371	0.732	Gaines St. to SR 10 (Woodward Ave.)	63,000		20,000	23,000	20,000	63,000	63,000			
Leon	5517-201	S-88 (1)	369	4.432	Wakulla County line to end of Pavement		75,000	20,000	50,000	5,000	37,500	75,000			
Leon	5520-102-104		154	8.750	SR 155 to SR 151	1,000		1,000			1,000	1,000			
Leon	5520-103		154	10.320	SR 151 to Chaires	100,000		30,000	60,000	10,000	100,000	100,000			
Leon	5521-101		364	5.300	Old St. Augustine Road	20,000		5,000	15,000		20,000	20,000			
Leon	5518-109-110-111				Fla. A. & M., Highway Patrol Bldg., and Chemical Bldg.	500				500		500			
Leon	5520-104				Bradfordville to Centerville Road	1,000		1,000			1,000	1,000			
Leon	55-301		363		Signals, Adams St.	10,500			10,500	10,500		10,500			
Leon	5504-		61	1.0	Widen S. Monroe St.	100,000		100,000		100,000		100,000			
Leon	5501-102		10		Replace Timber Bridges U.S. 90	68,000			68,000	68,000		68,000			
Liberty	5602-106		67	5.087	Lake Mystic to Bristol	54,000	10,000	40,000	4,000		54,000	54,000			
Liberty	5604-203		65	11.375	Franklin County line to Wilma		154,000	24,000	130,000		154,000	154,000			
Liberty	5602-	FAF	379	11.000	Wilma to N. Boundary Apalachicola Forest		250,000	80,000	120,000	50,000	125,000	250,000			
Liberty	5606-		67	8.0	N. Boundary Apalachicola Forest—Telogia		150,000	40,000	40,000	70,000	20,000	150,000			
Liberty	5604-		67		Franklin County line to Wilma	10,000		10,000		10,000	55,000	75,000			
Okaloosa	5703-110		30	2.00	Destin—2 mi. northeast		30,000	10,000	18,000	2,000	30,000	30,000			
Okaloosa	5711-101		189	4.310	Fort Walton to Garniers		107,000	40,000	43,000	24,000	107,000	107,000			
Okaloosa	5707-106			0.270	Milligan P.O. to U.S. 90		7,000	2,000	3,000	2,000	7,000	7,000			
Okaloosa	5710-201	S-213 (1)	2	1.000	Yellow River Bridge and Approaches		288,000	38,000	15,000	235,000	150,000	288,000			
Okaloosa	5701-	FA	10	25.000	Santa Rosa County line to Walton County line		600,000	200,000	350,000	50,000	300,000	600,000			
Okaloosa	5703-107-108-109		30		Resurfacing between Destin and Walton County line	5,980			5,980			5,980			
Okaloosa	5704-105		85		Resurfacing between Niceville and Valparaiso	925			925			925			
Okaloosa	5705-301		85		Signals in Crestview	7,500			7,500	500	7,000	7,500			
Okaloosa	5701-301		10		Signals, L. & N. RR east of Crestview		7,200		7,200	200	7,000	7,200			
Okaloosa	5700-	County	0.500		SR 85 to Laurel Hill School		7,312	1,000	6,000	312	7,312	7,312			
Santa Rosa	5809-102		191	12.410	Coldwater Creek to Munson	100,000		25,000	70,000	5,000	100,000	100,000			
Santa Rosa	5813-101			5.900	Brown's Fish Camp to U.S. 90		65,000	15,000	40,000	10,000	65,000	65,000			
Santa Rosa	5807-	FAS	197	14.940	Chumuckla to Jay		203,500	88,500	100,000	15,000	128,500	203,500			
Santa Rosa	5803-106		30		Resurfacing near Navarre	259			259		259	259			
Santa Rosa	5814-101		399	1.84	SR 30 to Fair Point	615			615		615	615			
Wakulla	5901-109		61	3.00	Wakulla to Leon County line	37,786			37,786		37,786	37,786			
Wakulla	5905-104		375	10.00	Sopchoppy to Sanborn		78,869	78,869			78,869	78,869			
Wakulla	5902-201	S-88 (1)	369	9.043	Crawfordville to Leon County line		150,000	40,000	100,000	10,000	75,000	150,000			
Walton	6005-301		83		Signals in DeFuniak Springs	17,838			17,838		17,838	17,838			
Walton	6002-104		30	4.0	Okaloosa County line—Yellow Bluff	7,894			7,894		7,894	7,894			
Walton	6006-104		187	431 ft.	Bridges 41, 42, 44	2,000			2,000	2,000		2,000			
Walton	6001-105		10		Through DeFuniak Springs	43,000		43,000		43,000		43,000			
Walton	6011-102		395	4.881	SR 30 to Sea Grove and at Beach	48,000		48,000			48,000	48,000			
Walton	6001-	FA	10	20.910	Okaloosa County line to Holmes County line		360,000	50,000	300,000	10,000	180,000	360,000			
Walton	6012-	FAS		7.000	SR 187 at Liberty to SR 83	130,000	50,000	45,000	35,000	65,000		130,000			
Walton	6016-101			4.000	SR 30 to Redfish Lake, along Beach	61,000	16,000	42,000	3,000		61,000	61,000			
Washington	6100-106			0.140	Section 6101 to Chipley High School	100		100		100		100			
Washington	6100-105			0.314	Section 6104 to Vernon High School	150		150		150		150			
Washington	6100-102-3-4				Approaches to county bridges	5,000	2,000		3,000		5,000	5,000			
Washington	6109-101			10.875	Hinson's Cross Roads to SR 79	573		573		573		573			
Washington	6110-101			.849	Orange Hill to Chipley		45,000	30,000	15,000		45,000	45,000			
Washington	6111-201	FAS	279	6.00	Caryville to 6 mi. south		118,000	48,000	30,000	40,000	59,000	118,000			
Washington	6108-331		77		Signals, Chipley, L. & N.	5,700			5,700	300	5,400	5,700			
Jackson	5303-301		75		Signals, L. & N. in Cottondale	8,750			8,750	300	8,450	8,750			
Jackson	5312-301				Signals, L. & N. in Marianna	2,800			2,800	300	2,500	2,800			
Santa Rosa	5800-301				Signals, L. & N. west of Bagdad	2,954			2,954	300	2,654	2,954			
Division Total						\$ 474,323	\$ 3,657,510	\$ 5,484,381	\$ 2,318,869	\$ 4,399,583	\$ 2,897,762	\$ 4,122,889	\$ 2,956,181	\$ 2,537,144	\$ 9,616,214

Fourth Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1948

County	Section and Job Number	Federal Project Number	Road Number	Length	Location	Underway State Forces	Underway Contract	Proposed but Not Started	TYPE OF WORK			FUNDS			
									Grading	Paving	Structures	State	County	Federal	Total
Broward	8602-203	FI-63 (6)	5	8.246	Pt. 3.5 mi. north Fort Lauderdale to Hillsborough.		\$ 612,291		\$ 300,891	\$ 311,400		\$ 343,109		\$ 269,182	\$ 612,291
Broward	8602-106		5	464 ft.	Bridges—Hillsborough and Pompano Canal.		145,021				145,021	145,021			145,021
Broward	8602-204	FI-003-3 (18)	5	8.475	Palm Beach County line to 8.47 mi. south.		5,051			5,051		4,101		950	5,051
Broward	8604-301	FAGM-92 (1)	820		Signals—SAL RR, Hollywood.		8,181				8,181	200		7,981	8,181
Broward	8608-306	FAGM-100 (1)	84		Signals—SAL RR, Fort Lauderdale.		12,500				12,500	300		12,200	12,500
Broward	8605-107		A1A	2.478	Las Olas Boulevard to Pt. 2.478 mi. north.		5,090			5,090		5,090			5,090
Broward	8620-102		824	1.500	SR 5 to SR A1A at Hallandale.			100,000	50,000	50,000		100,000			100,000
Broward	8607-201	FU	9	13.000	Dade County line to Oakland Park.			3,000,000	1,080,000	935,000	985,000	1,500,000		1,500,000	3,000,000
Broward	8605-105		5		Bridges in Fort Lauderdale.		4,703				4,703	4,703			4,703
Broward	8601-106		5	4.181	S. limits Hollywood to Dania Canal.			107,000		107,000		107,000			107,000
Collier	0302-201	S-163 (1)	846	8.575	SR 29 to Hendry County line.		307,521					167,739		139,782	307,521
Collier	0305-101		82	7.024	Lee County line to Immokalee.			300,000	100,000	100,000	100,000	150,000	150,000		300,000
Collier	0307-		29	3.500	Chokoloskee to Everglades City.			186,000	86,000		100,000		186,000		186,000
Dade	8700-315	FAGM-94 (1)			Signals, SAL, Opa Locka.		20,564				20,564	500		20,064	20,564
Dade	8700-302	FAGM-36			Signals in Miami.		35,600				35,600	500		35,100	35,600
Dade	8700-308	FAGM-239 (5)			Signals, FEC RR—39th St., 59th St., 71st St., Miami.		27,500				27,500	500		27,000	27,500
Dade	8700-313	FAGS-99 (1)			Signals, FEC RR—Main St. and 2nd Crossing S. Ojuz.		20,500				20,500	500		20,000	20,500
Dade	8703-		5	1.492	Center lane in North Miami.			112,000		112,000		112,000			112,000
Dade	8706-104		A1A	2.108	Baker Haulover, north of Sunny Isle.		430,424		270,424	160,000		430,424			430,424
Dade	8706-107		A1A	3.648	W. end Draw Bridge to Collins Ave.		109,884			109,884		109,884			109,884
Dade	8706-108		A1A	1.072	S. to N. limits of Surfside.		12,700			12,700		12,700			12,700
Dade	8706-109		A1A	0.770	N. limits Surfside to M.P. 12.699.		17,400			17,400		17,400			17,400
Dade	8708-103		828	0.568	North Bay Causeway.		100,950		23,450	25,000	52,500	100,950			100,950
Dade	8708-104		828	0.735	SR 5 to W. end Bridge, Inland Waterway.		203,540		157,220	46,320		203,540			203,540
Dade	8717-101		826		Drawspan, Sunny Isles Bridge.		101,924				101,924	101,924			101,924
Dade	8717-103		826	3.500	SAL RR to SR 5.			275,000	39,000	225,000	11,000	275,000			275,000
Dade	8724-201	UI-026-1 (1)	9	5.255	N.W. 54th St., Miami to Opa Locka.		233,961		23,961	190,000	20,000	233,961		110,000	233,961
Dade	8724-203	UI	9	7.350	Opa Locka to Broward County line.			1,415,187	572,193	528,834	314,160	707,594		707,593	1,415,187
Dade	8708-301	FAGM-66	828		SAL RR 79th St., Hialeah.		8,500				8,500	200		8,300	8,500
Dade	8700-314	FAGS-101 (1)			SAL Ry. Hialeah Jct., LeJeune Road.		7,700				7,700	200		7,500	7,700
Dade	8714-104		7	5.421	S. city limits Miami to 5.421 mi. S.		53,200			53,200		53,200			53,200
Dade	8714-105		7		Underdrain N.W. 7th Ave. and 63rd St., Miami.		11,440				11,440	11,440			11,440
Dade	8706-110		A1A	0.890	Bakers Haulover Bridge and Approaches.			1,250,000	153,200	12,000	1,084,800	1,250,000			1,250,000
Dade	8724-202		9	1.020	36th St. to 54th St., Miami.			230,000	87,500	142,500		115,000		115,000	230,000
Indian River	8804-	FAS	12		Fellsmere to SR 60.			230,000	138,000	92,000		115,000		115,000	230,000
Indian River	8801-106		5		Bridge Widening.		50,490				50,490	50,490			50,490
Indian River	8801-205	FA	5	0.023	St. Lucie County line—Overpass.		1,276				1,276				1,276
Indian River	8803-102		502	0.560	W. Approach to Intracoastal Waterway Bridge.			63,800	63,800			63,800			63,800
Martin	8900-302	FAGM-39 (1)			Signals in Salerno (St. Lucie Ave.)		9,300				9,300	300		9,000	9,300
Martin	8906-202	S-188 (4)	76	5.995	S. fork St. Lucie River to SR 5 (Stuart)		311,250		180,000	111,500		161,250		150,000	311,250
Martin	8901-203	F-033-4 (11)	5	16.056	Olympia Overpass to St. Lucie County line.		134,380			134,380		74,380		60,000	134,380
Okeechobee	9102-302	FAGM-161 (4)	15		Signals in Okeechobee.		11,500				11,500	500		11,000	11,500
Okeechobee	9105-103		15	0.751	Taylor Creek Bridge and Approaches.		100,030		34,000	21,030	45,000	100,030			100,030
Okeechobee	9110-201	S-19 (1)	68	8.081	SR 15 to St. Lucie County line.		146,600		48,600	98,000		134,600		12,000	146,600
Palm Beach	9300-301	FAGM-236 (4)			Signals in W. Palm Beach, Flamingo-Clearmore Drives.			15,500			15,500	500		15,000	15,500
Palm Beach	9301-202	FI-63 (5), Pt. 1	5	6.026	Hillsborough Canal to Yamato, Second Lane.		329,370		123,370	206,000		211,400		117,970	329,370
Palm Beach	9301-203	FI-003-3 (18)	5	6.182	Hillsborough Canal to Yamato, Present Lane.		3,950			3,950		2,450		1,500	3,950
Palm Beach	9302-107		5	3.240	N. Limits West Palm Beach to 3.24 mi. north.			300,000	65,000	169,480	65,520	300,000			300,000
Palm Beach	9304-108				SR 80 to Belvedere Rd., W. Palm Bch.		22,400			22,400		22,400			22,400

Palm Beach.....	9302-109	.....	5	1.939	Northwood Road—N. limits West Palm Beach.....	60,500	.....	60,500	.....	60,500	.....	60,500	.....	60,500
Palm Beach.....	9302-110	.....	5	1.540	Northwood Road—Datura St., West Palm Beach.....	62,400	.....	62,400	.....	62,400	.....	62,400	.....	62,400
Palm Beach.....	9305-103	.....	805	5.945	SR 5 to SR 80.....	51,200	.....	51,200	.....	51,200	.....	51,200	.....	51,200
Palm Beach.....	9306-108	.....	A1A	1.326	SR 804 in Ocean Ridge—Lake Worth Inlet.....	35,700	.....	12,200	.....	23,500	.....	35,700	.....	35,700
Palm Beach.....	9306-109	.....	A1A	1.037	In Delray Beach.....	36,900	.....	36,900	.....	36,900	.....	36,900	.....	36,900
Palm Beach.....	9311-112	.....	80	10.308	South Bay to Six Mile Bend.....	51,650	.....	18,980	.....	32,670	.....	51,650	.....	51,650
Palm Beach.....	9318-104	.....	802	3.633	Lake Worth to 3.633 mi. west.....	40,900	.....	1,400	.....	39,500	.....	40,900	.....	40,900
Palm Beach.....	9301-105	.....	5	2.540	Yamato to Delray.....	2,004	.....	2,004	.....	2,004	.....	2,004	.....	2,004
Palm Beach.....	9313-109	.....	15	.....	Belle Glade to intersection SR 715 in Pahokee.....	4,189	.....	4,189	.....	4,189	.....	4,189	.....	4,189
Palm Beach.....	9321-105	.....	7	.....	Delray Road, Sta. 8.647 to SR 25, Sta. 24.249.....	7,546	.....	7,546	.....	7,546	.....	7,546	.....	7,546
Palm Beach.....	9321-	FAS.....	7	5.500	SR 80 to 5 mi. north.....	.....	182,000	.....	132,000	.....	50,000	.....	91,000	182,000
Palm Beach.....	9300-307	FAGM-212-Off.....	.....	.....	Signals, FEC Ry, Osborne Road, Lantana.....	9,900	.....	9,900	.....	9,900	.....	200	.....	9,900
Palm Beach.....	9300-302	FAGM-41 (1)-Off.....	.....	.....	Signals, FEC Ry, 2nd St., Delray Beach.....	9,700	.....	9,700	.....	9,700	.....	200	.....	9,700
Palm Beach.....	9300-	.....	808	.....	Palmetto Park Rd. in Boca Raton.....	50,000	.....	50,000	.....	50,000	.....	25,000	25,000(City)	50,000
Palm Beach.....	9306-106	.....	A1A	1.950	Relocation at Briny Breezes.....	87,000	.....	35,000	.....	52,000	.....	87,000	.....	87,000
Palm Beach.....	9306-	.....	A1A	0.860	Lantana Road, south.....	108,000	.....	87,000	.....	21,000	.....	108,000	.....	108,000
St. Lucie.....	9401-106	.....	5	.....	Bridge Widening.....	3,000	.....	3,000	.....	3,000	.....	3,000	.....	3,000
St. Lucie.....	9401-202	FI-136.....	5	7.313	Fort Pierce to Indian River County line.....	490,600	.....	130,000	.....	305,600	.....	55,000	256,300	490,600
St. Lucie.....	9401-203	F-003-4 (11).....	5	12.731	Martin County line to Fort Pierce.....	74,672	.....	74,672	.....	74,672	.....	39,032	35,640	74,672
St. Lucie.....	9407-202	S-19 (2).....	68	11.871	Okeechobee County line, east.....	146,110	.....	25,000	.....	121,110	.....	136,310	1,600	146,110
St. Lucie.....	9401-301	FAGM.....	5	.....	FEC RR, Fort Pierce.....	7,200	.....	7,200	.....	7,200	.....	200	7,000	7,200
St. Lucie.....	9406-	A1A.....	2.000	.....	N. Causeway in Fort Pierce.....	29,000	.....	1,000	.....	28,000	.....	29,000	.....	29,000
Division Total.....						\$ 4,719,162	\$ 8,032,187	\$ 4,161,210	\$ 5,094,410	\$ 3,495,729	\$ 8,521,287	\$ 362,600	\$ 3,867,462	\$ 12,751,349

Fifth Division

STATE ROAD DEPARTMENT OF FLORIDA—TENTATIVE CONSTRUCTION BUDGET FOR 1948

County	Section and Job Number	Federal Project Number	Road Number	Length	Location	Underway State Forces	Underway Contract	Proposed but Not Started	TYPE OF WORK			State	FUNDS		
									Grading	Paving	Structures		County	Federal	Total
Brevard.....	7006-104	.....	A1A	1.970	SR 516 to Melbourne Beach.....	\$.....	\$ 6,080	\$.....	\$.....	\$ 6,080	\$.....	\$ 6,080	\$.....	\$.....	\$ 6,080
Brevard.....	7000-302	FAGM-91.....	City	.....	Signals in Cocoa.....	.....	10,000	.....	.....	.....	10,000	400	.....	9,600	10,000
Brevard.....	7005-106	.....	516	0.419	Indian River Bridge, Melbourne.....	.....	37,100	.....	.....	.....	37,100	37,100	.....	.....	37,100
Brevard.....	7012-102	.....	518	1.600	Indian River Causeway, Eau Gallie.....	.....	.....	30,000	30,000	.....	30,000	30,000	.....	.....	30,000
Brevard.....	7013-103	.....	3	15.000	Georgiana to Mathers Bridge.....	.....	175,000	.....	60,000	109,000	6,000	.....	175,000	.....	175,000
Brevard.....	7010-108	.....	520	0.300	Atlantic Ocean to SR A1A.....	.....	37,058	.....	.....	37,058	.....	.....	37,058	.....	37,058
Brevard.....	7000-	.....	County	0.300	Atlantic Ocean to SR A1A.....	.....	10,000	.....	.....	10,000	.....	.....	10,000	.....	10,000
Brevard.....	7005-	.....	500	1.800	St. Johns River Fill.....	.....	47,750	.....	10,000	37,750	.....	47,750	.....	.....	47,750
Brevard.....	7010-203	S-196 (1).....	520	7.010	Cocoa to Orange County line.....	.....	388,000	.....	281,200	87,400	19,400	309,500	.....	78,500	388,000
Brevard.....	7001-104	.....	5	162 ft.	Bridge Widening, Melbourne to Indian River.....	.....	25,000	.....	.....	.....	25,000	25,000	.....	.....	25,000
Brevard.....	7002-115	.....	5	127 ft.	Bridge Widening, Melbourne to Indian River.....	.....	24,000	.....	.....	.....	24,000	24,000	.....	.....	24,000
Brevard.....	7016-108	.....	402	1.773 ft.	Indian River at Titusville.....	.....	300,000	.....	.....	.....	300,000	300,000	.....	.....	300,000
Brevard.....	7001-	FA.....	5	1.500	Turkey Creek Bridge.....	.....	150,000	.....	50,000	40,000	60,000	75,000	.....	75,000	150,000
Brevard.....	7016-	.....	405	5.060	SR 50 to SR 506 in Titusville.....	.....	24,320	.....	.....	24,320	.....	24,320	.....	.....	24,320
Brevard.....	7000-	.....	503	2.000	Rockledge to Cocoa.....	.....	30,000	.....	.....	30,000	.....	.....	30,000	.....	30,000
Citrus.....	0209-102	.....	490	3.450	Homosassa to Homosassa Springs.....	.....	1,431	.....	.....	1,431	.....	1,431	.....	.....	1,431
Citrus.....	0203-109	.....	55	11.010	Crystal River to Levy County line.....	.....	74,164	.....	.....	74,164	.....	74,164	.....	.....	74,164
Citrus.....	0202-	FAS.....	480	16.000	Chassahowitzka to SR 45.....	.....	150,000	.....	100,000	.....	50,000	75,000	.....	75,000	150,000
Flagler.....	7302-201	S-195 (1).....	11	8.186	Bunnell to Flagler Beach.....	.....	391,485	.....	207,485	104,000	80,000	170,985	85,500	135,000	391,485
Flagler.....	7301-103	.....	5	395 ft.	Bridge Widening, Korona to St. Johns County line.....	.....	85,000	.....	.....	.....	85,000	85,000	.....	.....	85,000
Lake.....	1101-303	FAGM-60 (1).....	500	.....	Signals, SAL RR, Leesburg, Main St.....	.....	7,750	.....	.....	.....	7,750	1,254	.....	6,496	7,750
Lake.....	1104-302	FAGM-175-K-3.....	500	.....	Signals, SAL RR, Leesburg, 14th St.....	.....	4,800	.....	.....	.....	4,800	133	.....	4,667	4,800
Lake.....	1120-203	F-175 (16).....	25	14.760	Polk County line to Clermont.....	.....	568,850	.....	71,714	493,136	4,000	297,355	.....	271,495	568,850
Lake.....	1119-	FAF.....	19	10.000	SR 445 to SR 40.....	.....	300,000	.....	75,000	125,000	100,000	154,500	.....	145,500	300,000
Lake.....	1101-107	.....	2	14.461	M.P. 5.697 to M.P. 20.158.....	.....	12,170	.....	.....	12,170	.....	12,170	.....	.....	12,170
Lake.....	1101-105	FAS.....	44	4.667	Sumter County to Leesburg.....	.....	175,000	.....	50,000	100,000	25,000	100,000	.....	75,000	175,000
Marion.....	3600-	FAS.....	314	19.100	SR 40 to Salt Springs.....	.....	.....	200,000	30,000	140,000	30,000	100,000	.....	100,000	200,000

Orange	7510-201	S-167 (1)	419	0.170	Seminole County to Pt. 0.17 mi. south.	5,000			5,000		2,500		2,500	5,000	
Orange	7518-101		437	5.900	Plymouth to Ocoee		150,000	30,000	110,000	10,000	150,000			150,000	
Orange	7505-201	S-165 (1)	50	8.529	Orlando to Minorville	227,000		4,000	216,000	7,000	192,000		35,800	227,000	
Orange	7506-201	F-134 (1)	50	14.910	Orlando to Bithlo	825,000		202,000	458,000	165,000	525,000		300,000	825,000	
Orange	7506-109		50	972 ft.	Bridge Widening, St. Johns River	45,000				45,000	45,000			45,000	
Orange	7506-202	FU	50	1.893	Colonial Drive, Mills to Kentucky		665,000	75,000	350,000	240,000	332,500		332,500	665,000	
Orange	7505-105		22		Lake County line to Orlando	22,517		22,517			22,517			22,517	
Orange	7514-101		520	17.000	Bithlo to St. Johns River		200,000	200,000			200,000			200,000	
Orange	7512-		436	2.410	Section 7502 to Seminole County line		12,300		12,300		12,300			12,300	
Osceola	9200-		County	1.450	SR 15—2 mi. West (Hickory Tree Road)		20,000		20,000			20,000		20,000	
Osceola	9207-104		60	21.736	Polk County to Indian River County	200,000			200,000		200,000			200,000	
Osceola	9200-	FAS		8.700	SR 15 to 8.7 mi. west (Boggy Creek Road)		150,000	30,000	100,000	20,000		75,000	75,000	150,000	
Osceola	9200-		530	7.760	Recondition Lake Wilson Road		30,000		20,000	10,000		30,000		30,000	
Osceola	9200-		535-530	5.940	Resurface Kissimmee-Orange County (Vineland Road)		20,000		20,000			20,000		20,000	
Osceola			County	9.500	Recondition Pleasant Hill-Johnson Island Road		63,500		63,500			63,500		63,500	
Putnam	7601-203	F-18 (2)	15	4.130	Volusia County to Crescent City	211,000		60,000	136,000	15,000	105,500		105,500	211,000	
Putnam	7601-302	FAGM-115 (1)			Signals, ACL RR, Palatka, Madison Ave.	14,290				14,290		14,290		14,290	
Putnam	7601-	FA	15	8.500	Crescent City to Cisco		420,000	80,000	300,000	40,000	210,000		210,000	420,000	
Putnam	7606-	FAS	207	6.500	East Palatka to St. Johns County line		180,000	60,000	90,000	30,000	90,000		90,000	180,000	
St. Johns	7801-201	UI-47 (2)	5	4.000	Relocation through St. Augustine		880,000	290,000	422,000	168,000	440,000		440,000	880,000	
St. Johns	7803-109		A1A	1700 ft.	Vilano Bridge, Intracoastal Waterway	383,871				383,871	383,871			383,871	
St. Johns	7809-201	FAS	206	14.900	SR 13, Crescent Beach		450,000	* 180,000	225,000	45,000		75,000		450,000	
St. Johns	7807-101		13		Spuds to Julington Creek (Bridges)	11,000				11,000	11,000			11,000	
St. Johns	7801-106		5	15.909	Flagler County to St. Augustine	30,000			30,000		30,000			30,000	
St. Johns	7801-	FA	5		Widen Bridges		50,000			50,000	25,000		25,000	50,000	
St. Johns	7809-361		206		Signals—FEC Railway Crossing		12,300			12,300	300		12,000	12,300	
Seminole	7707-201	FAS-167 (1)	419	7.348	Oviedo to Orange County line	30,000			30,000		15,000		15,000	30,000	
Seminole	7708-104		434	6.890	SR 600 to SR 426	90,000		10,000	70,000	10,000	90,000			90,000	
Seminole	7708-301		434		Signals, ACL Crossing, Longwood		7,200			7,200	200		7,000	7,200	
Seminole	7706-		426	6.880	Orange County line to Oviedo		46,100		46,100		46,100			46,100	
Sumter	1801-304	FAGM-137 (1)	35		Signals, SAL RR, Bushnell	28,000				28,000	533		27,467	28,000	
Sumter	1808-102		471		Sumter County Farm Market—Webster	45,000		3,000	25,000	17,000	45,000			45,000	
Volusia	7903-206	FA-UI-60 (6)			Volusia Ave.—Bay St., Daytona Beach	36,000			36,000		18,000		18,000	36,000	
Volusia	7906-203	FA-117 (3)	600	1.134	Volusia Ave., Daytona Beach	30,000			30,000		20,000		10,000	30,000	
Volusia	7908-104		A1A	1800 ft.	Halifax River Bridge, Daytona	900,000				900,000	900,000			900,000	
Volusia	7901-203	FA-UI-60 (6)	5	8.000	Daytona Beach to Ormond	1,772,000		600,000	972,000	200,000	886,000		886,000	1,772,000	
Volusia	7904-203	FA	15	3.200	North and south of DeLand		440,000	136,000	220,000	84,000	240,000		200,000	440,000	
Volusia	7901-108		5	181 ft.	Bridge south of Oakhill	50,000				50,000	50,000			50,000	
Volusia	7901-109		5	967 ft.	Widening Spruce Creek Bridge	10,000				10,000	10,000			10,000	
Volusia	7905-201	FA-18 (2)	15	0.075	Putnam County to Pt. 0.075 mi. south	2,700			2,700		1,350		1,350	2,700	
Volusia	7900-102				Storm sewers in Daytona	225,000				225,000	100,000		125,000	225,000	
Volusia	7908-107		A1A		SR 5 to North Beach Ave., Daytona Beach	6,140			6,140		6,140			6,140	
Volusia	7912-105		57		Osteen Beach to 1.584 mi. north	11,020			11,020		11,020			11,020	
Division Total						\$ 66,000	\$ 6,692,368	\$ 5,513,528	\$ 2,960,086	\$ 5,646,099	\$ 3,665,711	\$ 7,742,973	\$ 671,058	\$ 3,857,865	\$ 12,371,896

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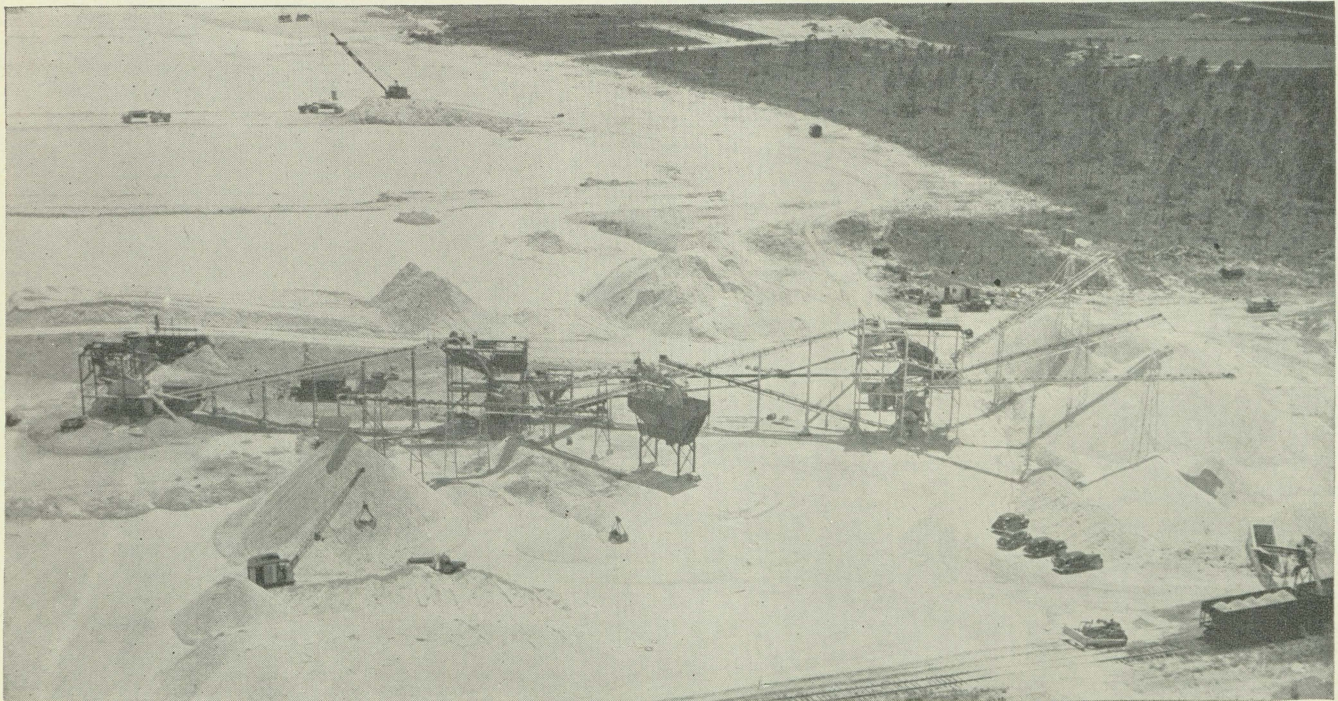
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FLORIDA POWER CORPORATION



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Miami Crushed Stone Company

P. O. BOX 451

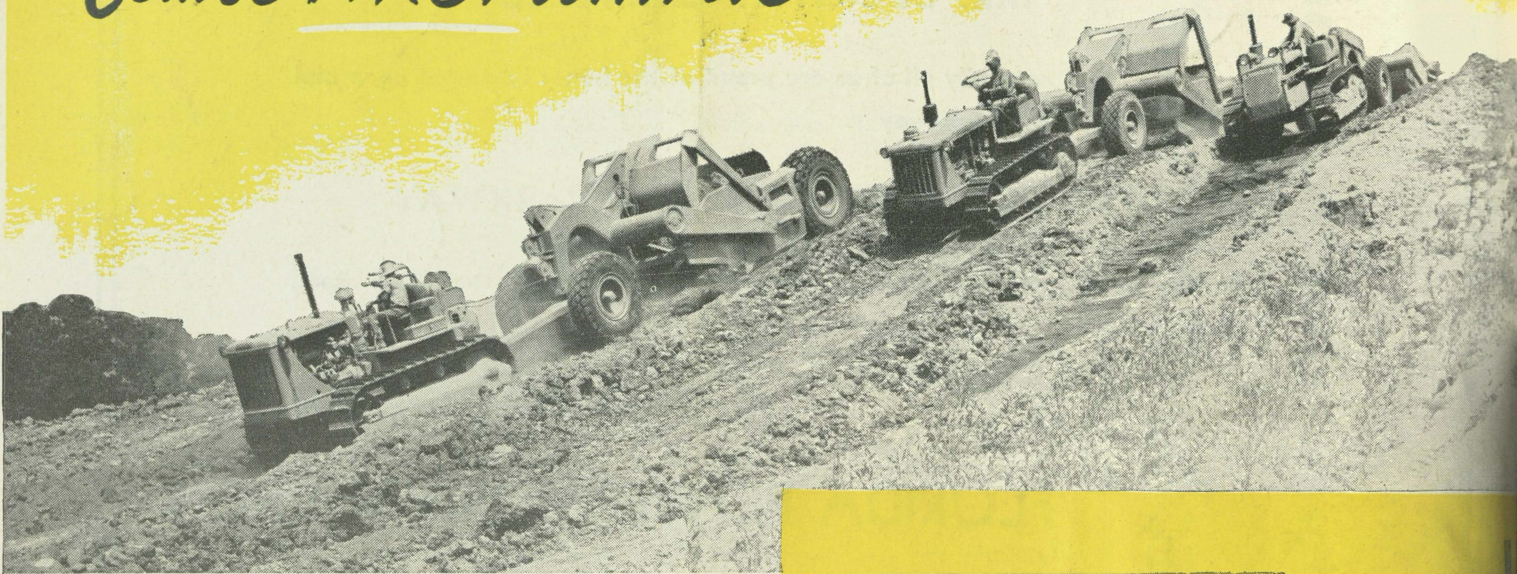
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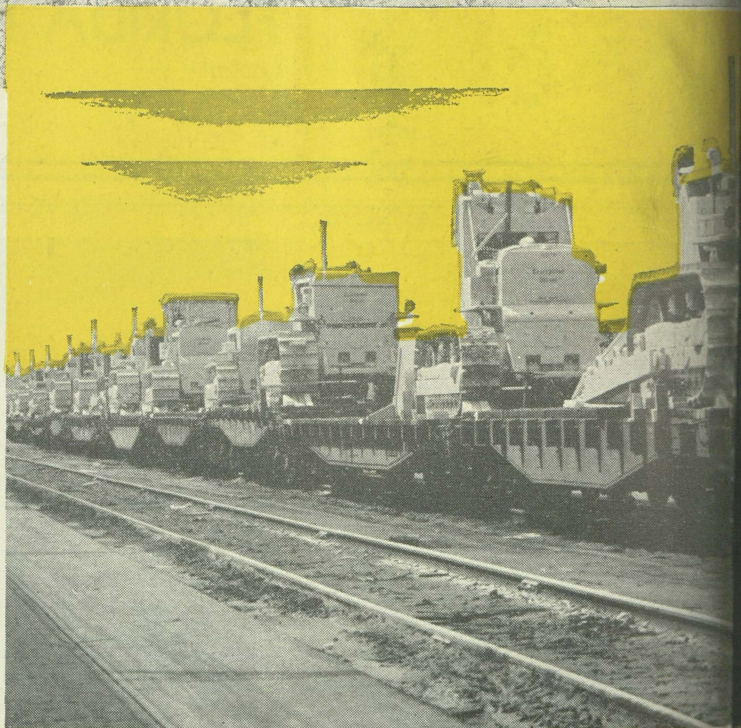
YES, the carloads of bright yellow "Caterpillar" Diesels are leaving the "Caterpillar" plant. And our major duty today is to help you get your new machine.

They're in demand — great demand. Their past records of performance and high quality design have made power users and road builders scramble for "Caterpillar" Diesel Engines, Tractors, Motor Graders and Earthmoving Equipment. "Caterpillar" factory production . . . the greatest in peacetime history . . . can't keep up on immediate deliveries.

But we're not "asleep at the switch". Telephones are humming. Letters are flowing. We're doing everything possible to expedite more equipment to you.

To help you until your new "Caterpillar" Diesel arrives, we've stepped up our service facilities in every direction. New servicing equipment and tools . . . better trained service specialists . . . increased stocks of genuine parts . . . are some of the steps we've taken to better care for your present machines.

Count on the sign of "Caterpillar" Dealers to serve you better.



CATERPILLAR DIESEL

REG. U. S. PAT. OFF.

ENGINES • TRACTORS • MOTOR GRADERS • EARTHMOVING EQUIPMENT

Burford-Toothaker Tractor Co.

Montgomery and Monroe, Ala.

Clewiston Motor Company

Clewiston, Florida

Gibbs Equipment Division

GIBBS CORPORATION

Maitland, Jacksonville, Tallahassee, Fla.

Shelley Tractor & Equipment Co.

Miami and Tampa, Florida